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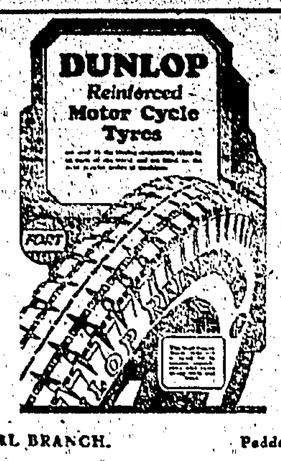

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NANNING SIEGE LATEST.

CANTON AIR RAIDS CONTINUE.

TERRIBLE SUFFERING AMONG POPULACE.

FROM BAD TO WORSE.

Wuchow, Oct. 2.

Conditions in the city of Nanning, which has now been under siege for several months, are going rapidly from bad to worse. Further appalling stories of the terrible sufferings experienced by the now depleted population and the defending troops are related by another batch of refugees, who have just arrived from Nanning.

The bombing raids of the Cantonese aeroplanes continue daily and the damage to life and property has been enormous. The worst feature of the siege, however, is the shortage of food supplies. The majority of the poorer classes are on the verge of starvation, and are seizing upon every opportunity of escaping from the city.

Waiting Game.

The Kwangsi insurgents give no indication of any intention to surrender, while the Yunnanese troops have practically ceased their assaults, being content apparently to play a waiting game while Wang Shao-hung's men are gradually being brought to submission by the food shortage.

The arrival of fresh refugees followed an appeal to the Yunnanese and Cantonese commanders to permit non-combatants to leave Nanning. This was done after a 150 citizens had been killed by bombs.

The Yunnanese troops withdrew their front line temporarily, and some hundreds of citizens left. The siege was re-enforced immediately afterwards.

Bomb Drops Among Troops.

Most of the tremendous damage done by the air raids has been to civilian lives and property, although one bomb did drop among a group of Kwangsi troops, killing or wounding over fifty.

The reported coup of the Kwangsi army at Pinyang is still rumoured, but cannot be verified. The refugees from Nanning claim that Pinyang is now in the hands of Kwangsi troops.

Regarding the general situation in Kwangsi Province, travelling to Kweilin is too precarious for foreigners at this time, though it is possible to go provided the traveller is not too well dressed or is carrying much baggage. Between Wuchow and Pinglo, the bandits have set up seven toll-stations, each station collecting two dollars per person as "protection fee."—*Our Own Correspondent.*

Few Foreigners Left.

Conditions have been so bad in Nanning that practically all the foreigners have been compelled to leave. It is believed that the only ones remaining are Dr. Coffin, of the Seventh Day Adventist Mission, and a number of Catholic priests.

The bombing of the city by Cantonese planes has been kept up for very many weeks, almost daily raids having been made. There has, as a consequence, been heavy loss of civilian lives. Besides much Chinese property, the Roman Catholic Cathedral has been badly damaged.

More than once the capture of the city by Yunnanese troops has been reported, but subsequent news has shown that these officially-inspired reports have been utterly untrue. It was stated on September 19th that the Yunnanese forces were encamped in villages a few miles from Nanning, evidently waiting for the arrival of Cantonese forces.

MRS. VICTOR BRUCE.

REACHES BAGDAD ON HER FAR EAST FLIGHT.

Bagdad Oct. 3.

Mrs. Victor Bruce, who is engaged on a flight from England to Japan, has arrived here, completing a hop from Konia, via Aleppo. —*Reuter.*

TRADE SCHOOL FOR COLONY.

A COMMITTEE APPOINTED TO CONSIDER IDEA.

EIGHT MEMBERS.

It is intimated in the current issue of the Government Gazette that His Excellency the Governor has appointed a Committee to report on the possibility of increasing facilities in the Colony for practical technical education, and the feasibility of establishing a Trade School. The personnel of the Committee is as follows:

Mr. W. W. Hornell, C.I.E., Chairman.
The Hon. Mr. Ts'o Seen-wan, O.B.E., LL.D.
The Director of Education.
Mr. Chau Tsun-nin.
Mr. R.M. Dyer, C.B.E.
Mr. A. S. Mackichan.
Professor C. A. Middleton-Smith.
Mr. T. H. R. Shaw.

The Hongkong General Chamber of Commerce has been good enough to place the services of the Secretary and the use of the Board Room at the disposal of the Committee.

Mr. Hornell is the Vice-Chancellor of the University of Hongkong; the Hon. Mr. S. W. Tso is the well-known lawyer and member of the Legislative Council; the present acting Director of Education is Mr. G. P. de Martin; Mr. Chau Tsun-nin, is a Chinese barrister and son of the late Mr. Chau Shiu-ki; Mr. R. M. Dyer is the well-known Chief Manager of the Hongkong and Whampoa Dock Co., Ltd.; Mr. A. S. Mackichan is an architect, being partner in the firm of Messrs. Leigh and Orange; Professor Middleton Smith is Professor of Engineering at the University; and Mr. T. H. R. Shaw is the taipan of Messrs. Butterfield and Swire.

HOLLAND AND RUBBER CRISIS.

COMMISSION OF ENQUIRY BEING CREATED.

Amsterdam, Oct. 3.

It is understood that the Dutch Government is considering the creation of a Chamber of Agriculture for the Dutch East Indies.

The Chamber will be asked to investigate the critical situation in the rubber industry, and also in other distressed industries in the Dutch East Indies, and to advise the Government on the action necessary to improve the situation.—*Reuter.*

KING OF BULGARIA BETROTHED.

TO MARRY YOUNG ITALIAN PRINCESS.

Rome, Oct. 3.

It is officially announced that Princess Giovanni, the third daughter of the King and Queen of Italy, is engaged to King Boris of Bulgaria.—*Reuter.*

King Boris III of Bulgaria, who was born in 1894, succeeded to the Throne on the abdication of his father in 1918.

JAMAICA OBJECTS TO CHINESE.

DEMONSTRATION AGAINST IMMIGRANTS.

Kingston, Oct. 3.

A demonstration has been held here in support of the campaign against further immigration of Chinese and Syrians.—*Reuter.*

Sir Edward Stubbs, former Governor of Hongkong, is the Governor of Jamaica.

SIR THOMAS LIPTON UNDISMAYED.

PLANS TO CHALLENGE WITH NEW CRAFT.

London, Oct. 3.

Sir Thomas Lipton arrived at Southampton to-day returning from his unsuccessful attempt to capture the America Cup.

Interviewed by Reuter, Sir Thomas expressed his intention of building Shamrock VI and again challenging for the cup.—*Reuter.*

DINNER PARTY AT PALACE.

BRILLIANT FUNCTION LAST NIGHT.

THE IMPERIAL CONFERENCE DISCUSSIONS.

ECONOMIC PROBLEMS.

London, Oct. 3.

An Empire family party was held at Buckingham Palace to-night when in a brilliant setting of white and gold Their Majesties entertained the delegates to the Imperial Conference at dinner in the great ball-room of the Palace.

No speeches were delivered, and the guests were in semi-State dress only. There were 120 guests, including six Prime Ministers.

Plenary Session Called.

A plenary meeting of the Imperial Conference is to be held on Wednesday in the Reception Room of the Foreign Office, and at this gathering general statements will be heard from the delegations on the problems of inter-imperial economic relations.

As long statements are expected to be made on behalf of each delegation, the session may last two days. Both in the United Kingdom and in the Dominions the economic problems are regarded as raising the most important issues before the conference. Full reports of the proceedings which will be conducted in private will be published.

Downing Street Talks.

Meanwhile good progress is being made with consideration of other matters. At a meeting of the heads of the delegations at *No. 10, Downing Street this morning* the preliminary discussion of the various constitutional aspects of inter-imperial relations was continued.

It is understood that most of the time at to-day's meeting was occupied with consideration of the working since the last conference of the machinery for effecting communication between His Majesty's various Governments respecting external relations. The form of treaties was also discussed and the committee set up by the conference under the chairmanship of Lord Sankey took over the more detailed examination of the form of commercial treaties.

Officials' Status.

The status of High Commissioners was also before the meeting. On the question of the precedence of High Commissioners, it was recognised that this was a matter for the British Government to settle and, on their behalf, a promise was given that an attempt to reach an accommodation with the Dominions would be made. Other aspects of inter-imperial relations will be surveyed.

On Monday, the heads of the delegations will again meet when it is hoped that the preliminary review of those questions will then be completed and the matters raised will be handed over to Lord Sankey's Committee.

Before the meeting concluded, it was agreed to establish a committee on arbitration and disarmament under the chairmanship of one of the Canadian delegates, Mr. Maurice Dupre.—*British*

MR. LENOX SIMPSON FAILING.

Little Hope Now Held for His Recovery.

MIDNIGHT REPORT.

Tientsin, Oct. 4.

At midnight, Mr. Bertram Lenox Simpson was failing rapidly. Doctors informed Reuter that the patient's temperature was rising and his speech becoming incoherent.

There is very little hope for his life.

Two specialists who have arrived from Peking after a conference with the local doctors agreed that it would be useless to attempt an operation for the removal of the bullet in consequence of Mr. Simpson's very weak condition. Fears for the worst are now entertained.—*Reuter.*

AMERICAN BOXER DIES IN RING.

COLLAPSE IN CONTEST AT CEDAR RAPIDS.

PARALYSIS OF HEART.

New York, Oct. 2.

Battling Nelson, a boxer of big reputation, died in the ring to-day at Cedar Rapids, Iowa. This is the fourth American ring fatality in a very short period.

The tragedy occurred in the course of a contest between Battling Nelson and Kid Leonard. Noticing that Nelson was groggy at the end of the fifth round, his second threw in the towel.

Nelson collapsed immediately and died with the gloves on, in spite of the strenuous efforts of three doctors to revive him.

His opponent, Leonard, was arrested and detained on a charge of manslaughter, but he was afterwards released as a result of the medical evidence at the inquest, where a verdict of death from paralysis of the heart was recorded.—*Reuter's American Service.*

FRENCH RAILWAY DISASTER.

SIX KILLED AND THIRTY INJURED.

Paris, Oct. 3.

Six people were killed and 30 injured as the result of a collision between two trains on a bridge near Gare St. Lazare.—*Reuter.*

Later.

It is now disclosed that a train proceeding to Nantes ran into a number of empty waggons, and a second-class passenger coach was wrecked. The casualties are now given as five dead and 17 injured. —*Reuter.*

LADY STARTS ON LONG FLIGHT.

FROM ENGLAND TO EAST AFRICA.

London, Oct. 3.

Mrs. Helen Silver, a young Englishwoman who recently obtained a flying certificate, departed from Heston Aerodrome this morning to fly to her home in Nairobi.

She is being accompanied by her instructor, the well-known pilot, Captain Cameron.

She has reached Le Bourget, whence, after a brief stay, she resumed her journey.—*Reuter.*

THE ROUND TABLE CONFERENCE.

INDIAN LABOUR LEADERS INVITED.

London, Oct. 3.

Indian labour representation has been secured by the inclusion of two Indian Labour leaders among nine additional appointments to the Indian delegation to the Round Table Conference.

In the previous list of appointments, Chamam Lal was the sole representative of Indian Labour, and he withdrew, despatching a letter declining the invitation on September 17.—*Reuter.*

LEAGUE OF NATIONS ARREARS.

CHINA TO PAY UP WITHIN TWENTY YEARS.

Geneva, Oct. 3.

The Secretary-General of the League of Nations was to-day authorised by the Assembly to accept payment of arrears in China's contributions to the League in equal instalments over a period of twenty years.

He was also requested to submit a detailed report on the subject to the Council before the next meeting of the Assembly.—*Reuter.*

PEACE MOVE IN NORTH.

CHANG SUGGESTS A CONFERENCE.

NANKING INVITED BUT MAY NOT ATTEND.

THE WAR CONTINUES.

Shanghai, Oct. 3.

Suggesting a Rehabilitation Conference at Peking, to be participated by leaders of all the political factions in China, General Chang Hsueh-liang, head of the Manchurian Armies, addressed a long telegram to Marshal Chiang Kai-shek this morning urging all the Nationalist Commanders immediately to cease military operations and to settle outstanding issues on disbandment and other problems by diplomatic means.

General Chang Hsueh-liang says that in the event of Marshal Chiang Kai-shek and other Nanking leaders not being willing to participate in the Peking conference, representatives can be sent to confer with the leaders of the Shansi and Kuominchun parties.

Fengtien Influence.

Japanese sources state that General Chang Hsueh-liang has ordered the occupation of all territory along the railway north of Yellow River, while an attempt is to be made by the Manchurian Divisions to link up with the forces under General Shih Yu-shan to the south of Shihchiachwang.

The Shansi garrison troops at Shihchiachwang have been instructed by Marshal Yen Hsi-shan to fall back on Liangtzekwan, giving way to the Manchurian forces.

Peking Appointments.

Appointments of Ministers for Civil Affairs, Reconstruction, Mining and Agriculture, Labour and Industry, and Education in the Chihli Provincial Government have been made by General Chang Hsueh-liang.

The Chihli Government will automatically control both Peking and Tientsin. Meanwhile the newly-appointed Managing Director of the Peking-Hankow Railway, elected by the Ministry of Communications at Nanking, has arrived at Peking, only to find that the Manchurian Government has already appointed its own man.

War Situation.

While a military lull prevails along the Tientsin-Pukow Railway, following the Manchurian occupation of the northern sections of the Line, the Nationalist forces are fighting a stubborn battle at Kaifeng, the capital of Honan Province.

Nanking official sources believe that Kaifeng was occupied yesterday, but this remains to be confirmed. It is known, however, that the Kuominchun forces are about to give up Chengchow and possibly Kaifeng in view of the Nanking push along the Lung-Hai Railway.

Marshal Feng Yu-hsiang's chief lieutenant, General Lu Chung-lin, has submitted a disbandment plan to the Nanking Government advocating the preservation of ten Kuominchun Divisions under his command after the automatic retirement of the "Christian" General. The Nanking leaders say that the disbandment plan will be put before the coming Rehabilitation Conference at Peking.

Chihli Floods.

The management of the Peking-Mukden Railway has announced that floods are again occurring, menacing railway traffic. The line to the east of Shankaiwan has been damaged, necessitating the train which was proceeding to Mukden to return to Peking yesterday.

The Manchurian Commanders consider themselves most fortunate, as the flood interrupts the Chihli communications at a time when the Manchurian troop movements have been accomplished. The last of the Manchurian units belonging to the expedition to China Proper arrived at Peking yesterday, and an official report say that the total number is 63,000 men.

Bulls and Inners

From the Office Butts.

We noticed a man reading *Shakespeare* the other morning with his breakfast. Strangely enough, he did not toy with his bacon!

It is to be hoped that the newly-formed Yorkshire Society will prove of assistance in solving the parkin' problem.

We understand that the suggestion that Bradman should visit the Colony was not intended as a reflection on Ice House Street bowlers.

However, should the suggestion materialise, the entertainment committee will doubtless also arrange a punch and udy show.

It is not—surprising that Sir Thomas Lipton should intend building another Shamrock. After all, he is the last man in the world to admit tannin.

Market Note:—Neglected for some weeks, eggs now show signs of movement.

A mixed bathing party the other evening indulged in formation swimming. The last rows of summer!

Talking about the new China, they certainly appear to be changing their Customs up in Tientsin.

The only time some people are likely to get an illuminated address is when their house catches fire.

We suppose minus-fours are the correct thing for these miniature golf courses.

"My dear, I had a queer dream last night. I thought I saw another man running off with you."

"Indeed! And what did you say to him?"

"Oh, I asked him why he was running."

Talking of the concord movement, one of the best places to hang together is in a crowded motor-bus.

Now that rewards are offered to troops capturing cities, the Chinese Army can be said to talk in terms of cash surrender values.

The weather is getting cooler—by degrees.

Hongkong would be a paradise for anglers if the fish bit as often as the mosquitoes, and the mosquitoes as seldom as the fish.

"Hundreds Prostrate in Heat Wave," says a Home paper. Evidently one kind which Britain does not rule.

New Definition:—Meditation is what the taipan calls idleness if he catches anybody else at it.

[Town dwellers complain that hire-car drivers now combine touting and tooting.]

With a toot, toot, toot, and a blare, blare, blare,
We rush out and hoot for a likely fare;
What matter the noise?
Oh girls, and Oh boys!
Come for a run, come for a run!

* * *

With a honk, honk, honk, and a bla, bla, bla,
We wait by the ferry wharf, known as "Star;"
What matters the time?
Isn't touting sublime?
It's jolly good fun, jolly good fun!

* * *

With a toss and a turn, and a stifled curse,
The townside "sleeper" grows worse and worse;
Why have all this din
Of rubber and tin?
Oh, get me a gun, get me a gun!

[All musical rights reserved.]

According to the newspapers, the world's gold supply is rapidly disappearing. Dentists, of course, have their fill of it.

Spanish Republicans met in the Madrid bull ring. It is understood that there were no bulls present.

Prohibition in America is loosening, so that home-brew distillers can get more tight than ever.

"All taxation is distasteful," stated the Colonial Secretary, "but it is hoped that Hon. Members will agree that this ingredient in the medicine we must necessarily take for our condition has been correctly prescribed." Painful Pills for Pleasant People!

Matshed owners who complain of people using their sheds without authority have one advantage over the car owner. You can't abandon the structure ten miles from home!

"He who steals what isn't is'n. When he's caught he's sent to prison."
If he steals a motor car,
That is far too mild by far;
Prison bars are not enough
To teach this silly, joking tough.
What would more appropriate be
Is that he condemned should be,
To live for ever in distraction,
Listening to the hooting faction
Who each night with fiendish devilry,
Imitate Satanic revelry.
Then when so weak he couldn't waddle.
We'd offer him an ancient model;
And say "Now take another spin,
"Towards the harbour—and then fall in!"

A lot of promising young men never pay back like they promise.

After the Budget, we shall come to our Census.

The cost of living in England is now lower than at any time since the war. We can easily beat that. Hongkong's is higher than it ever has been.

Some infamous sayings:—"I know I paid the bill, but I lost the receipt."

A girl's race to marriage is done in laps!

The Colonial Secretary's assurance that the Budget "represents the best effort of the Government after very careful consideration of detail, to fashion its coat according to the attenuated supply of cloth available" was indeed a well-spun yarn!

"Poeticus:"—Your Ode fell into the waste-paper basket of its own accord. You appear to need decarbonizing.

One thing about the lift-boy, he makes a living by running other people down.

Night baseball has started in America. The next novelty after dark will be sleep.

"Men haven't got much on the modern girl," says an American writer. Nor has the modern girl.

Few married men need to go far from home to experience what the advertisements describe as an all-talking sensation.

The "You Know" Series:—You know he's an amateur photographer because he's always snapping at people.

The China Association doesn't know we have a currency problem. Seeing that it's largely made up of pensioned taipans, why should it?

The week's *faux pas*:—Overheard at a dinner party the other evening. "Bimetallism indeed! When we were children it was probably known as stomach-ache!"

One advantage of telling the truth is that you don't have to remember what you said.

The word "music" covers a multitude of dins.

Two mistakes before lunch are better than one after if the taipan has indigestion.

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POLICEMEN FINED FOR ASSAULT.

MERCHANT'S COMPLAINT IS PROVED.

The hearing of the charges of assault brought by Mr. Leung Yuk-ki, a merchant and well-known member of the Chinese community, against two Shantung policemen, was concluded yesterday before Mr. Williams, the men being convicted.

The incident complained of occurred at the junction of Hollywood Road and Queen's Road West on a recent Saturday afternoon. A chauffeur in the employ of Mr. Leung's father had driven his employer to the doorway of a pawnshop, and was backing the car to its usual parking spot up the slope of Hollywood Road when a commotion took place. Apparently, a small Chinese boy was knocked down. A crowd collected around the car, and drew the attention of the Shantung constable on point duty, who went up to the car to investigate. Unable to make himself understood by the chauffeur the constable got the assistance of two other Shantung men who were off duty, and who were then in plain clothes.

They were questioning the chauffeur and taking notes, when Mr. Leung Yuk-ki, his attention called from the pawnshop, came up to find out what it was all about. It was then alleged that the Shantung men told him to mind his own business and committed the assault by striking Mr. Leung in the face and chest.

The two men, namely Lance Sergeant Chin Hsin-chi and Police Constable Liu Hsien-chang, subsequently went to the Police Station in company with Lance Sergeant Pennell (who testified that he saw one of the blows being struck by a constable.) The assault charge was then taken up by Mr. Leung.

The Court, solicitors and parties interested in the case, prior to the resumption of the proceedings yesterday afternoon, visited the junction, where certain points of observation which were not clear in the evidence of witnesses, were retraced.

Defendants' Case.

After the man on point duty who interested the two defendants in the case, had testified that there was no assault, the service records of both men were put in by Inspector A. Clark.

In reply to the Bench, Inspector Clark said that the Lance Sergeant, was a "splendid man," and that as regards the other accused not having so many dealings with him, he could only speak from the man's record, which was an exceptionally good one.

In his final submissions on behalf of the defendants, Mr. F. C. E. Rendall agreed that there was an assault: but by whom was the issue before the Court. He found that there had been a direct contradition in the evidence offered by both sides; and which party was telling the truth was for his Worship to decide.

After reviewing the evidence, in the course of which he discounted Sergeant's Pennell's statement of his being an eye-witness to an assault, Mr. Rendall referred to the presence of two other Shantung men in plain clothes besides the defendants at the time of the assault, and submitted that it was these two others who were responsible for the assault. Mr. Rendall asked his Worship to believe the defendants' evidence.

Mr. M. K. Lo, for complainant, asked his Worship to rule as a fact that an assault did take place and that it was committed by both defendants.

Magistrate's Finding.

In his decision, Mr. Williams found as a fact that there had been an assault committed by both defendants. Sergeant Pennell, who testified that he saw the constable strike the complainant, said that when he went there, the crowd was five deep between him and the group engaged in the altercation. He shouldered his way through, and when one of the crowd gave way, another standing in front would turn round to see what happened. When they saw a Sergeant like Sergeant Pennell, going to make an arrest, they would in turn all give way, and that as quickly as possible lest they should be involved in any trouble. That was the point which struck his Worship when considering the matter after the visit they made to the locality that afternoon.

The complainant in this instance might have been unable to see what happened after being first struck, and the evidence of Sergeant Pennell came in, to show that the complainant was struck by the other defendant, which was the final blow which felled him to the ground.

Record Considered.

The record of both defendants had been put in, and was shown to be very good, and he must take that into consideration in deciding on the penalty. At the time they committed the assault, they were surrounded by a crowd in the same way as he (the Magistrate) was surrounded when they inspected the scene that afternoon. Presumably, a youngster had been knocked over, and it was a well-known fact that a Chinese crowd would always take the part of the person who was knocked down. On that account there was a feeling against the chauffeur. In that case, as the crowd worked themselves up to their attitude, and the complainant came up, and these two defendants were taking notes of the case, they (the defendants) knew they had the backing of the crowd behind them, and, for that reason they might resent the complainant's action in questioning them. Since they had the sympathy of the crowd, for a moment they lost their temper and committed the assault.

His Worship agreed with Mr. Lo that it was a very serious matter, far more serious in view of their position. He would, however, take into consideration the fine record they had. He would fine each of them $15, or three months in default.

Paris, Oct. 3.

The Ministers' Council has approved a Bill submitting goods intended for Soviet Russia to a system of imports licences.—*Havas.*

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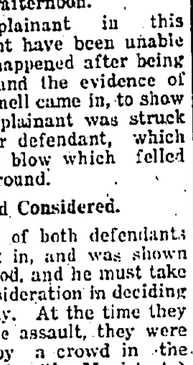

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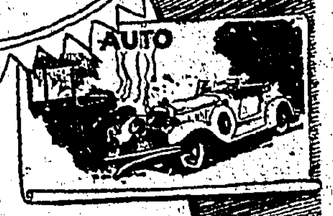

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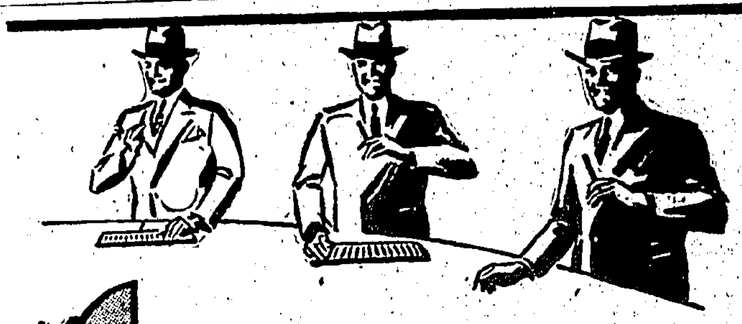
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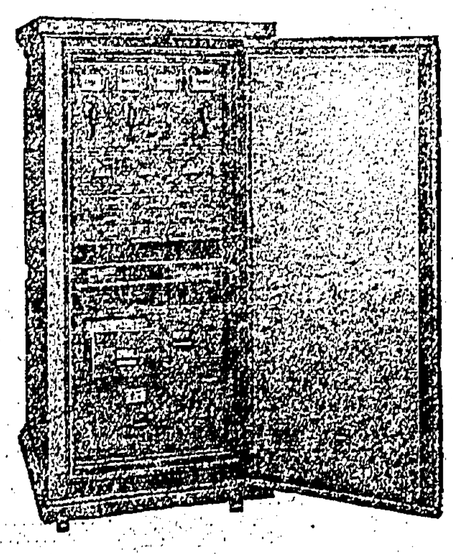

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BANKING SYSTEMS AND BANKERS.

INTERESTING TALK BY MR. M. A. COOPER.

"Some Functions of the Commercial Bank" was the subject of an address given by Mr. M. A. Cooper, B. Com., at the Hongkong University on Thursday evening, in the course of which he said that in countries such as the United States and Canada, where banking was carried on under special legislation, it was easy to define a commercial bank from the legal aspect, however involved the definition might be.

In English law there was no useful definition of commercial banking. Under English law any person, or body of persons, may be a banker, except moneylenders, who were forbidden by the Moneylenders' Act of 1911. A banker must be characterised by certain elements if only for two reasons: first, that the public must be protected against fraudulent use of the term: and second, that although the law may not define the banker, legislation may be in force, such as the Bills of Exchange Act of 1882, which applied only to bankers. The only definition of a bank in English law was contained in the Finance Act of 1915.

Common Features.

All the world's principal banking systems, including those of Great Britain, France, Germany and the United States, contained common features. The centre of the system was the central bank, which in all cases exercised power over the country's currency by reason of its more or less complete monopoly of the note issue.

Another type of institution was what was known as the commercial bank, or bank of deposit. The commercial bank had its primary function, the collection of as much of the floating resources of the community as possible, and the turning over of the greater part of those resources to industry and trade for shorter or longer periods.

A second important function of the bank, especially in England and in those parts of the world where English banking methods had been copied, was to facilitate payments and economic currency by enabling their customers to utilise the cheque and the clearing system.

After outlining the borrowing and lending business of the Elizabethean and Jacobean goldsmiths of London, which the lecturer said might also serve as an outline of the borrowing and lending business of the modern commercial banker, Mr. Cooper went on to speak of the difficulties of appreciating the problems of commercial banking.

The banker must be prepared to safeguard the deposits he receives, or the result would be the inevitable collapse of his business.

Savings Banks.

Subsequently, Mr. Cooper dealt with the criticism levelled at English commercial banking, and he contended that there was one direction in which the banking situation in Great Britain and other countries might be improved. Where the great bulk of the population was not in touch with the large commercial banking institutions, then the savings bank system should be encouraged to the full: by the Government if necessary, and through the Post Office system. Where it had already been developed, the methods of payment might be improved and greater economy in the use of currency might be secured by the extension of the cheque system to the accounts of these organisations.

After touching on the system of German commercial banking, and a comparison of statistics showing that there was no great difference between English and German banks as to the proportion of total resources in fixed investments, Mr. Cooper said he did not favour monopolies any more than most of them, but of all the proposed partial remedies for the present industrial ills of certain countries of the world, drastic redistribution of wealth, economic unions, and rationalisation of industry (which appealed to him as the most practical proposition), and the development of large-scale businesses, scientifically managed and turning out standardised products, was best.

The banker's attitude to the business outlook ought to be wider than that of his customers, because he was in touch with them all. In a time of industrial depression he may owe a duty to borrowers of pointing the way, and perhaps of forcing the way, to less unhappy conditions.

Rationalisation.

He was of the opinion that just as great advantages could be secured from a rationalised commercial banking system, so very great advantages could be secured from a rationalised industrial and commercial system. And banks, especially if they were themselves rationalised, could hasten the same in industry and trade.

Rationalisation had its dangers, and they could best be summed up in one word, "monopoly." It rested with mankind to decide that he was intelligent enough to combat those dangers in securing the advantages which were offered.

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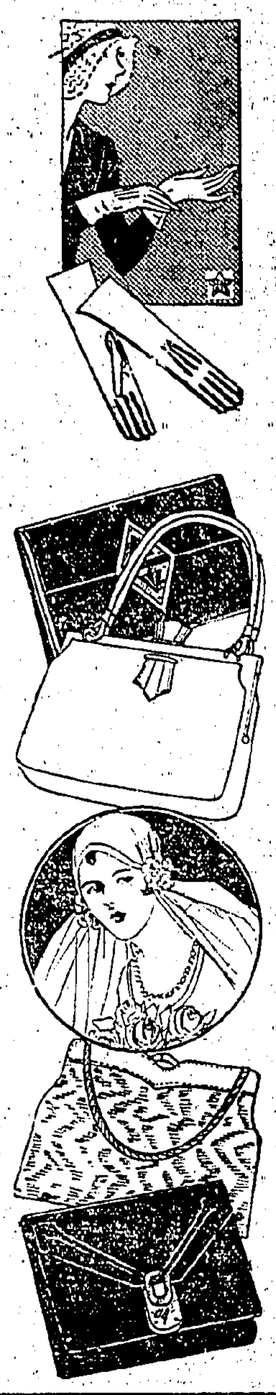

FAREWELL TO DR. AND MRS. OSMAN.

UNIVERSITY PHOTOGRAPHIC CLUB TEA PARTY.

The Hongkong University Amateur Photographic Club gave a farewell tea party to Dr. and Mrs. M. B. Osman at the Union Assembly Room at 5.15 p.m., yesterday. A photograph of the group was taken by Mr. Peter Dragon.

The Chairman, Mr. K. W. Khoo in the course of his speech said, "Dr. Osman is one of the founders of the Club. He was Chairman in 1928 and President in 1929, and his re-election as President in 1930 was a very popular one. I understand that Dr. Osman is going to form a photographic club in Kedah. I wish him every success in his new venture. The club is very much honoured by the presence of Mrs. Osman. She will be going to a land full of quaint customs and very much unlike the sweet scented isle of Hongkong. On behalf of the Club I wish them health, happiness and success during their stay in Malaya."

Mr. Peter Dragon being called upon to speak, said that he had known Dr. Osman as a very keen and energetic photographer, and that he remembered him once going out to take pictures even during a typhoon.

Dr. M. B. Osman replied, thanking the club for thus honouring him and his wife. He hoped that the members would co-operate with each other and carry on the work of the club: it was always good to start something new when interest in the Club was waning. He continued that the camera lens sees more than the average man's eyes and that it was therefore good to develop a third eye. He would miss a lot of the outings which he always enjoyed much to the suspicion of his wife. (Laughter.)

The Hon. Secretary Mr. Lee Pitt-siew then presented a bouquet to Mrs. Osman.

SHRILLING treble to reverberating bass—the vivid music of a 2510 radioplayer will thrill you. Thrill you because you have never heard re-created music so alive, in detail.

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TO-DAY'S WANTS.

25 WORDS $1.50,
($2.00 If Not Prepaid.)

The following replies have been received:—
667, 671, 678, 683, 685, 691, 695, 705, 709, 720.

SITUATIONS VACANT.

WANTED.—A European as Travelling representative of a large firm. Good references and experience required. Very good prospects for the right man. Write stating Age and other particulars to Box No. 722, "Hongkong Telegraph."

WANTED.

FANLING.—Furnished bungalow wanted at Fanling for a period of six months. Please write Box No. 721, "Hongkong Telegraph."

MISCELLANEOUS.

UNION CHURCH, Hongkong, Autumn Jumble Sale, Friday October 24th. Contributions of clothing, etc. gratefully received at the Church Hall every Wednesday and Saturday morning.

APARTMENTS TO LET.

AIRLIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine, Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

TO LET.—2, Victory Avenue, Homuntin, Kowloon. Thoroughly renovated European HOUSE, eight rooms, five bathrooms, flush, hot and cold water systems, electric and gas installations. Surrounded by nicely planned garden. Garage for two cars. Can be divided into two flats. Long or short lease. Apply Dr. B. G. Wong, 466, Nathan Road, Kowloon.

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Hand and Electric
31b, Wyndham Street.

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New Advertisements.

CLUB DE RECREIO.

THIRD ATHLETIC MEETING.

RELAY RACE open to Clubs and Associations, teams to consist of 2 of 220 yards and 2 of 440 yards. Secretaries of teams wishing to compete are requested to send in the name of their teams before Sunday, the 5th October. Race to be run on Sunday, the 12th October, at 3.30 p.m. Entrance Fee: $2.— per team.

J. M. M. ALVES,
Hon. Secretary.

NOTICE.

The Members of the Compradore Association will hold an "At Home" on the Chinese National Day, the 10th October, from 10 a.m. to 1 p.m., 2nd Floor, China Building. All friends are cordially invited.

EASTERN & AUSTRALIAN S.S. CO., LTD.

The steamship
"NELLORE"
7,000 Tons will be despatched from this Port on or about Monday, the 6th October, 1930, at 5 p.m. for Japan Ports
VIA SHANGHAI.

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P. & O. Building.
Telephone 27721 (4 Lines).

GUIDE TO THE COMPANIES' ORDINANCES OF HONGKONG.

In The Form of a Detailed Index

(131 PAGES).

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WALTER J. HAWKER, A.C.I.S.

HONGKONG.

Below are some opinions by professional men who have been favoured with advance copies.

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Prince Edward Road, Kowloon
Detached and Semi-detached villas. *Modern construction* with garage.

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Flats with modern conveniences.

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USED CARS & TRUCKS

At our sales room in Cameron Road, Kowloon, on Thursday, 16th October.

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Kowloon 56720. H.K. 26485.

Various makes of Cars and Trucks will be offered. See later papers for detailed list.

H.K. USED CARS LTD.
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Sales room next Peninsula Hotel Garage, Cameron Road, Kowloon.

G. [GOR] R.

NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday the 6th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tung Choi Street, Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in sq. feet	Annual Rental.	Upset Price
			feet	feet	feet	feet			
1	Kowloon Inland Lot No. 2392.	Adjoining Kowloon Inland Lot No. 2290.	As per sale plan.				About 15,660	$178	$10,920

G. [GOR] R.

NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 6th day of October, 1930, at 3 p.m. at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Prince Edward Road, in Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements N.	S.	E.	W.	Contents in sq. feet	Annual Rental.	Upset Price
			feet	feet	feet	feet			
2	Kowloon Inland Lot No 2390	Adjoining Kowloon Inland Lot No. 2324), Prince Edward Road.	As per sale plan.				About 19,500	$340	$ 23,650.

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POPULAR VICTOR DANCE RECORDS

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22473	Betty Co-Ed ... / Violet	.. / ..
22412	Reminiscing ... / Verdict	.. / ..
22404	It Must Be You... / Free and Easy ...	.. / ..
22392	Moon is Low ... / Montana Calling	.. / ..
22362	Dust ... ... / Leave it that Way	.. / ..
22361	I Never Dreamt... / I Still Remember	.. / ..
22306	Puttin' on the Ritz / Singing a Vagabond	.. / ..
22293	With You ... ... / There's Danger ...	.. / ..
22481	Out of Breath ... / I'm Only Human	.. / ..
22477	If You Didn't Care / Roses	.. / ..
22472	Mr. & Mrs. Sippi / Dixiana...	.. / ..
22470	I've Gotta Yen ... / It Seems to be Spring	.. / ..
22468	There's a Wah Wah Girl ... ... / On Revival Day	.. / ..
22461	Sharing ... ... / My Sweetheart Serenade ...	.. / ..

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Lammert's Auctions.

PUBLIC AUCTION.

The undersigned have received instructions to sell by Public Auction,

on TUESDAY,
the 7th October, 1930,
commencing at 9.30 a.m.
(Interval between 12 noon and 2 p.m.)
at
Royal Army Ordnance Depot, Queen's Road East
and
Royal Engineer's Yard, Wellington Bks.

The following Government Stores:—

Ground Sheets, Tentage, Oils, Brass, Copper, Gunmetal, Wrought Iron, Steel, Zinc, Blankets, Mosquito Netting, Brass Cylinders, Drums, Khaki Drill Clothing, etc., etc., Engineer and other Ordnance Stores.

Catalogues can be obtained from the Chief Foreman's Office, Arsenal Yard, Queen's Road East, or from the Auctioneer.

Terms of Sale:—Cash on delivery. All faults and errors of descriptions at purchasers risk on the fall of the hammer. All Lots to be cleared within seven days.

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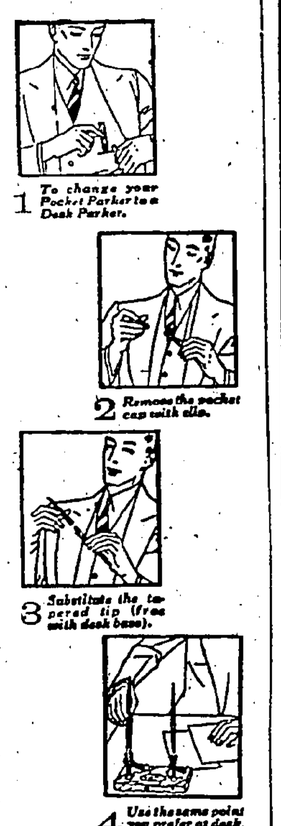

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CHURCH NOTICES.

The Sixteenth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, October 5th 1930, Sixteenth Sunday after Trinity. Holy Communion 8 a.m. Parade Service 9.15 a.m. Children's Service 10 a.m. Choral and Sermon 11 a.m. Preacher: Rev. C. B. Shann. Evensong 6 p.m. Preacher: Rev. H. V. Koop.

Union Church, Kennedy Road, Hongkong. Morning Worship, 11 o'clock. Communion Service. Noon. Evening Worship, 6 o'clock. Preacher, Rev. F. Short.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Unreality." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass. U.S.A.

St. Andrew's Church, Kowloon. October 5th, 1930, Sixteenth Sunday after Trinity. 8.15 a.m. Holy Communion. 10 a.m. Children's Service. Bible Class for Lads and Young Men 11 a.m. Morning Prayer, Sermon and Holy Communion. Preacher, the Vicar. Subject. "Christ's Appeal to Youth." 2.45 p.m. Sunday Schools. Primary and Senior. 6 p.m. Evening Prayer and Sermon. Preacher, the Vicar.

THE NEW SAILORS' AND SOLDIERS' HOME.

ATTRACTIVE PROGRAMME FOR THE WINTER.

At a meeting of the Entertainments Committee of the New Sailors' and Soldiers' Home, held last evening under the chairmanship of the president of the Home, definite arrangements were made for providing activities of social and educational interest for the members of H.M. Services during the winter months.

On Monday, November 3, the winter programme will commence with a social evening, music, games and refreshments, and on every Monday following there will be a games night.

Tuesday evening is set aside for a United Fellowship meeting. Informal dances will be held on Wednesday evenings from 8 to 10.30; whilst a series of lectures, some of which will be illustrated by lantern slides, is being arranged for Thursday evenings, except the last Thursday in the month, when a debate will be held. The public are welcome to attend the Thursday evening lectures, which will be of an Educational nature.

On Friday evenings, badminton will be played. Whist drives and dances will be held alternately on Saturdays; and on Sunday evenings there will be a Service Men's social hour.

A billiards tournament for a perpetual challenge cup is also being arranged for teams drawn from H.M. Navy and Army.

SIR MILES LAMPSON.

LEAVES ON H.M.S. KENT ON WAY TO PEKING.

Weihaiwei, Oct. 3.

Sir Miles Lampson, British Minister to China, is recovering from his recent attack of malaria. He sailed last night with Vice-Admiral Sir Arthur Waistell, on H.M.S. Kent, for Chingwangtao, on his way to Peking.—*Reuter.*

NOTICE IN REGARD TO AMBULANCES.

The Public is informed that the new Telephone Directory contains no reference to "Ambulance Stations." The following information is therefore published:—

AMBULANCE STATIONS.

HONG KONG ISLAND.

Motor, Central Fire Station	Dial 39, Sub. Ex. 60
" " " "	Dial 30303
Hand Ambulances, Central District ..	Dial 39, Sub. Ex. 22
" " Eastern District ..	Dial 39, Sub. Ex. 16
" " Western District ..	Dial 39, Sub. Ex. 21

KOWLOON.

Motor, Kowloon Fire Station	Dial 58071, Sub. Ex. 506
Hand Ambulance, Kowloon Disinfecting Station	Dial 58071, Sub. Ex. 518
Hand Ambulance, Kowloon City Police Station	Dial 58071, Sub. Ex. 527

E. D. C. WOLFE,
Inspector General of Police.

CENTRAL THEATRE.

Commencing Thursday, Oct. 9th.

Special Holiday Matinee
On FRIDAY, October 10th. (Chinese National Day) at 11.30 a.m.

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- RICHARD ARLEN — *Singing, dancing!*
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- BUDDY ROGERS — *Crooning and June-ing*
- GEORGE BANCROFT — *Fighting for fun!*
- EVELYN BRENT — *Slapping her poppy!*
- NANCY CARROLL — *Shaking a sugar-foot!*
- MAURICE CHEVALIER — *Pouring the poufs!*
- LEON ERROL — *"Dying" to meet you!*
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*AND MORE!

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INWARD MAILS.

From	Per	Due,
Shanghai and Swatow	Szechuen	October 4.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 5th Sept.) and Europe via Siberia (London 15th Sept.)	Pres. Johnson	October 4.
Australia and Manila	Nellore	October 4.
Japan	Brisbane Maru	October 5.
Amoy	Tjimanock	October 5.
Manila	Pres. McKliney	October 6.
Japan	Chichibu Maru	October 6.
Europe via Negapatam, papers only (London 4th September)	Namsang	October 6.
Canada, U.S.A., Japan and Shanghai (Vancouver B.C. 18th September)	Empress of Asia	October 6.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 12th September)	Pres. Jefferson	October 6.
London (Parcels 28th August) and Straits	Teiresias	October 8.
Amoy and Swatow	Cremer	October 8.
Java and Manila	Tjisaroea	October 8.
Japan and Shanghai	Malwa	October 10.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and when mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Straits, Ceylon, India, Mauritius, East and South Africa	Havre Maru	Sat., Oct. 4, 1.30 p.m.
Australia and New Zealand via Manila and Brisbane	Brisbane Maru	Sat., Oct. 4. Registration 4.15 p.m. Letters 5 p.m. (Due Brisbane 19th October.)
Shanghai and *Europe via Siberia	Sinkiang	Sat., Oct. 4, 5 p.m.
Amoy	Antung	Sat., Oct. 4, 5 p.m.
Fort Bayard	Wing Wo	Sat., Oct. 4, 5 p.m.
Manila	Pres. Johnson	Sat., Oct. 4, 5 p.m.
Hoihow	Kiungchow	Sun., Oct. 5, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Oct. 5, 9 a.m.
Shanghai	Nan Chang	Sun., Oct. 5, 9 a.m.
Bangkok via Swatow	Kiangsu	Mon., Oct. 6, 10.30 a.m.
Haiphong	Canton	Mon., Oct. 6, 2.30 p.m.
Swatow	Hydrangea	Mon., Oct. 6, 3 p.m.
Japan, Honolulu, Canada, U.S.A., Central and South America and *Europe via San Francisco	Pres. McKinley	Mon., Oct. 6. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m. (Due San Francisco 27th Oct.)
Shanghai and *Europe via Siberia ...	Pres. McKinley	Mon., Oct. 6. Registration 5 p.m. Letters 6 p.m.
Saigon	Telemachus	Tues., Oct. 7, 10 a.m.
Batavia	Tjimanock	Tues., Oct. 7, 10.30 a.m.
Swatow, Amoy and Foochow	Haiyang	Tues., Oct. 7, 1 p.m.
Manila	Emp. of Asia	Tues., Oct. 7, 3.30 p.m.
Amoy	Tai Yuan	Tues., Oct. 7, 3.30 p.m.
Swatow and Foochow	Chip Shing	Tues., Oct. 7, 5 p.m.
Amoy	Nam Sang	Tues., Oct. 7, 5 p.m.
Sandakan	Mausang	Wed., Oct. 8, 10 a.m.

*Superscribed Correspondence only.

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STRIKING STATISTICS

In the area of one gas undertaking alone:—

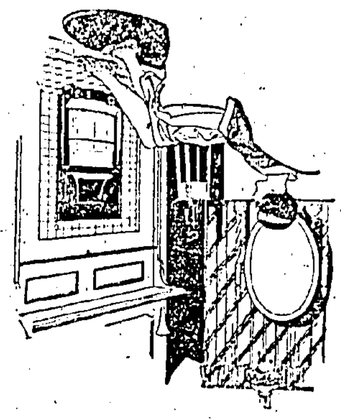
5412 *Doctors* use gas fires as compared with 2484 in 1912.

512 *Nursing Homes* use gas fires as compared with 114 in 1912.

206 *Hospitals* use gas fires as compared with 84 in 1912.

St. Thomas's Hospital, one of the largest in London, has more than 250 gas fires, and ventilated gas steam radiators in its wards.

Westminster Hospital, London, recently re-equipped, has 263 gas fires in use for wards, medical officers' rooms, and every bedroom in the adjacent home for the nursing home.



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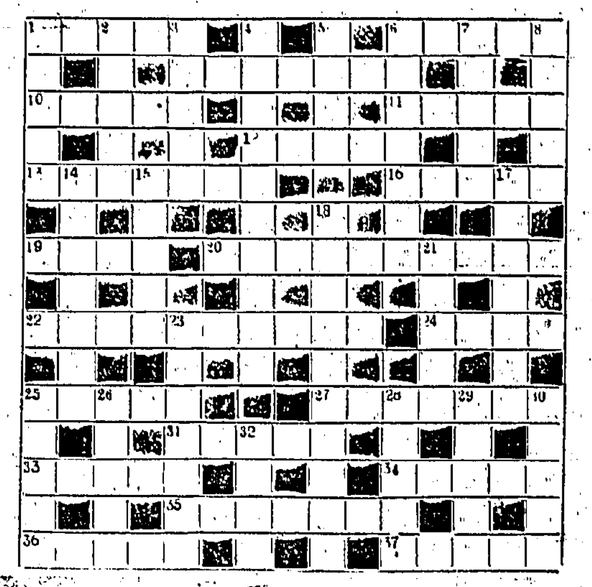


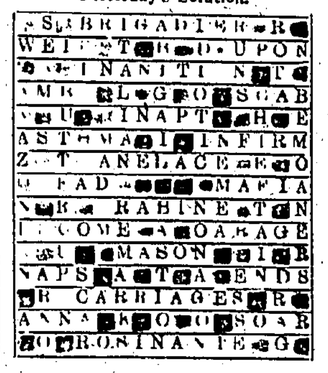
Across

1 I think I shall wait. Is the interval very long? (hidden).
6 Keep away from an emptiness.
9 Gathered again, and almost entirely united.
10 Get up (muddled) from this Eastern inn.
11 Income from the necks of horses.
12 A Biblical character who suffered great affliction.
13 Now obsolete, though roguish at first.
16 A chain of rocks near the surface of the water.
19 This thought is almost perfect.
20 Utter nonsense.
22 "Let a margin" (anag.).
24 A slender piece of iron.
25 These must be taken to discover pests.
27 There are four of these marine children.
31 I am at the end of the pass and in severe pain.
33 A stamp begins this farewell.
34 Admit.
35 Mournful ballads that enshrine human beings.
36 This untidy person has a fiery and peculiar heart.
37 A famous witch lived here.

Down

1 A planetoid discovered in 1807.
2 That will be nothing to him. He is fearfully rich (hidden).
3 Here a boy develops into a genus of health.
4 "Cabman glen" (anag.).
5 A term of contempt in Elizabethan days.
6 The heart of this lover is as mud, poor fellow!
7 This means to declaim, and, indeed, to scold at last.
8 Measured quantities.
14 I am between a little demoratic politician and an insect, and am, nevertheless, completely happy.
15 Courage.
17 A forest tree—like woman—must always be in this.
18 "Close at end" (anag.).
21 Early invaders of England.
23 To carve upon, according to Shakespeare.
25 This stick ends in a Welsh river.
26 A friend of Job.
28 Cast down, that on which it rests.
29 Lubricated.
30 Waits at the feast, or makes garments.
32 The function of this is to shed light.

Yesterday's Solution.



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SEDITIOUS PAMPHLETS

CHINESE SENTENCED TO YEAR'S IMPRISONMENT.

Sentence of one year's imprisonment was imposed by Mr. Butters yesterday on a Chinese charged with having distributed pamphlets likely to cause a breach of the peace, at the Kowloon godowns on September 3. Another charge of having in his possession a pamphlet likely to cause a breach of the peace was preferred against him but this was dismissed.

Detective Sergeant O'Donovan said that on September 3, at about 9.30 p.m., two private watchmen at the Kowloon godowns saw the defendant and another man, outside the No. 21 godown on the water front, throwing pamphlets into the air. The watchmen followed the men to Canton Road. From Canton Road they went to Pekin Road. An Indian constable, coming from the opposite direction, observed the defendant running with two watchmen chasing him and he was arrested. One of the watchmen then came up and accused the defendant of being one of the men who had scattered pamphlets at the godowns. The defendant was searched and one pamphlet was found on him. He was taken back to the water front and there more pamphlets were picked up. The pamphlet found on the defendant was similar to the ones picked up.

Tang So, a watchman, said that he saw the defendant with another man come to the water front and throw some pamphlets into the air. He approached them and, on seeing him, they ran down Canton Road and thence to Pekin Road. Witness sounded his police whistle and an Indian constable coming in the opposite direction arrested the defendant. When the defendant was searched a pamphlet was found on him. The other man disappeared in the crowd.

Another watchman and the Indian constable gave evidence.

Mr. C. E. L. Grist, appearing for the defence, submitted that the pamphlet found on the defendant was not seditious. It was only a notice of a company. As to the other pamphlets found on the water front, he submitted that there was no evidence to connect the defendant with them. He submitted that it was a case of mistaken identity.

Detective Sergeant O'Donovan said that the pamphlet found on the defendant was not seditious but was likely to cause a breach of the peace.

The defendant was sentenced as stated above.

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	I'M FOLLOWING YOU.	" "
2150D	LET ME SING.	" "
	ACROSS THE BREAKFAST TABLE.	" "
2159D	I LOVE YOU SO.	*Waltz.*
	REMINISCING.	*Fox Trot*
2217D	YELLOW DOG BLUES.	" "
	SOBBIN' BLUES.	" "
CB49	—TALKIE TUNES MEDLEY.	*Waltz.*

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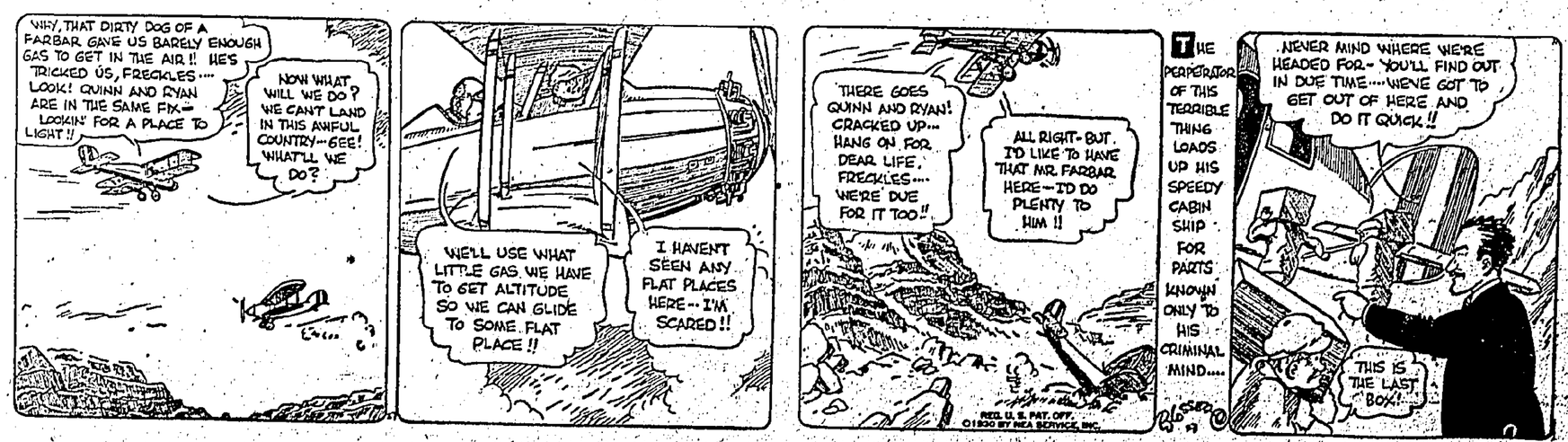

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STUBBS ROAD.

The Hongkong Telegraph.

ATUR DAY, OCT. 4, 1930.

THE VEHICUI ıR FERRY.

A month ago, when the Unofficial members of the Legislative Council asked for further time in which to consider the vehicular ferry project, we expressed surprise that they should, by this means, cause further delay in reaching a decision on a matter which has been discussed again and again during the past three years. The position was that the Government were ready to go forward with the initial stages of the project, but, for reasons which were not disclosed, the Unofficials were not prepared to give their consent. What has happened since is not known to the public, excepting that His Excellency met the Unofficial members and gave them certain information which has so far met their views that no objection whatever was raised to the resolution when it again came before the Council on Thursday.

The information imparted to the Unofficials appears to have been that contained in the speech of the Colonial Secretary in introducing the resolution. Reading it through, we are still left in doubt as to why the matter should ever have been postponed. It is true Mr. Hallifax explained that whilst the Government would build the piers, the building and running of the boats would be a matter for public tender, but that may have been the Government's intention at the time the resolution was first placed on the agenda. In any case, it would surely have been an easy matter to sound the Government on the point, or to have pressed this view when the motion came before the Council. Be that as it may, any divergence of opinion on the subject has now disappeared, a fact which must be regarded as most gratifying. The fears expressed in 1928 regarding the ability of the vehicular ferry to earn sufficient to justify the cost of installation are no longer entertained, and the Government is convinced that there is a genuine public demand for this service. That is a conclusion which has long since been held in other quarters, even though there be a minority which still has doubts on the matter. Again and again have we pointed to the prime necessity of linking the two halves of the Colony by a well-organised vehicular ferry service, and we have shown how great the advantage would be to business concerns. Indeed, some such link is absolutely vital to the due and proper development of the Colony. For this reason, we have urged that efforts be made to secure financial assistance from the Colonial Development Fund. Whether any attempt has been made along these lines, we do not know, but we can see no reason why the relatively small amount which the Government requires should not be secured in this way, especially as it can be shown that the Colony is at the moment finding it extremely difficult to raise extra revenue. If, as is the case, a substantial sum can be devoted from this Fund to the proposed railway between Haifa and Bagdad, surely something can be spared for the provision of an essential link in this Crown Colony.

The decision of the Government to let out the concession by tender is one which accords with public sentiment. There is no call for the Government to take up this transport service, especially since private enterprise is ready and willing to handle the project. To run a Government service would involve the creation of yet another Department, whereas by letting out the tender the authorities will be able to draw a steady revenue without becoming in any way involved in the operation of the system. As the preliminary arrangements for the construction of the piers are now practically complete, a start should be made without further delay. In the meantime, the building of the boats and the reaching of a decision on the terms of the concession have to be considered, but by the end of two years the Colony should enjoy a very necessary service which it has for far too many years been without.

Juvenile Offenders.

While the Goverment attitude appears, in some degree, to savour of procrastination, the progress achived in the movement for the establishment of special courts for juvenile offenders together with a less harsh system of punishment, gives cause for satisfaction. The proposals have had the advantage of commanding widespread public sympathy, almost popular approval, from the outset. The cost of the reform advocated, therefore, will not be a weighty consideration. The cause of the youthful delinquent has been so well propounded by the Hon. Dr. Kotewell, who covered the whole ground from the need for the isolation of young offenders from pernicious and corruptive influences to the institution of the system of binding over under bond and the supervision of Probation Officers, that little remains unexplained. It may well be, however, that while the Government is awaiting the arrival of a model ordinance from the Colonial Office dealing with the whole question, certain minor improvements, not requiring legislation, could be put into operation. For instance, juvenile courts in England, as a rule, are dealt with in the room corresponding in Hongkong with the Magistrate's "Chambers" only parents, the police officers directly concerned in the case, a probation officer, and the justices (unpaid) being present. The offenders are summoned to appear before the court. Only under most exceptional circumstances are juvenile offenders subjected to arrest, whereas in this Colony it is the rule rather than the exception. The reason is, perhaps, obvious, but even at risk of the "escape" of one or two offenders, some modification of the existing system seems highly desirable.

A five year old Chinese girl of 2, Sheung Fung Lane was taken to the Government Civil Hospital yesterday, suffering from a fractured skull, caused by falling into the back yard from the first floor window.

Lane, Crawford's popular Kiosk and Tea Garden at Repulse Bay will not be closed down for some time yet. During the winter months, it is probable that it will be open to the public during week-ends.

The King's Exequatur empowering Mr. H. Vander Straeten to act as Belgian Consul-General at Hongkong has received His Majesty's signature.

DAY BY DAY

IT HAS ALWAYS APPEARED TO ME THAT GOOD MANNERS ARE ALMOST AS VALUABLE AN ASSET IN COMMERCIAL AS IN DIPLOMATIC AFFAIRS —*Lord Cromer.*

***

Mr. J. W. Franks has resumed duty as Superintendent of Prisons.

***

His Excellency the Governor has appointed Mr. Wan Iu Shing to be Inspector of Vernacular Schools.

***

The Canton night-soil farmers and their employees are on strike. The situation from hygienic point view is described as serious.

***

His Majesty the King has not been advised to exercise his power of disallowance with respect to the Ordinance to provide for the taxation of Light Hydrocarbon Oils.

***

The military authorities removed to the Government Civil Hospital yesterday a Chinese who had had his foot crushed between a gun carriage and a wall at Devil's Peak.

***

It is notified that at the expiration of three months, the Union Bank, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

***

In a report to the police last night, a coolie of the Hongkong Electric Company stated that he was held up near Coney Glass Factory, Wanchai, by three men, and robbed of $3.

***

Eighty samples were analysed under the Sale of Food and Drugs Ordinance for the quarter ended September 30th. Of these, all were genuine excepting one each of butter, jam and sugar.

***

The Hon. Sir Shouson Chow returned to the Colony by the s.s. President Johnson this morning. Passengers by the same boat were Mr. Chan Lim-pak, Mr. Ho Kwong, and Mr. Harold Shantz, of the U. S. Consulate.

***

The Autumn Jumble Sale organised by the Union Church will be held on Friday, October 24th. Contributions of clothing, etc., will be gratefully received at the Church Hall on Wednesdays and Saturdays.

***

Section 13 of the Public Health and Building Ordinaance has been amended as follows:—"No person under the age of twelve years shall be permitted upon any premises used for the trade of rag-picking, rag-storing, hair-cleaning, feather-storing or feather-cleaning."

***

A report has been made to the police by Mr. Bolton, assistant head watchman of the Taikoo Docks to the effect that two workmen were injured whilst working on board the s.s. Hong Keng, through falling from a staging. Both were admitted to the Government Civil Hospital.

TOPSY-TURVEYDOM

The Bitter Biter Bit.

A man who walked into a Paris restaurant sat down and ordered a steak. Seizing knife and fork, he ferociously cut it across the middle and held one half up edgeways, as critical steak-eaters will. Then he began to complain. The proprietor hurried up, but the customer had already drawn a revolver, and he dropped him with a shot. He was at once set upon by the other diners and badly mauled. Both proprietor and the customer were eventually removed to the same hospital, but the message does not say whether the steak was the cause of the diner's indisposition!

Live Wire Thief.

Stealing red-hot stoves would apparently be child's play for a thief being sought by the police of York, Pennsylvania. The unknown robber climbed several poles and cut 300 feet of heavy copper wire from a 650-volt feed line of the York-Railways Company. The theft was committed while the wire was "alive" with its 650-volt charge, but the thief escaped unhurt.

Life's Irony.

One of the four original discoverers of the Rand gold mines, which have been valued at £200,000,000, has been discovered living in penury in a remote part of the Transvaal. He is Samuel Honeyball, who for long has been believed to be dead. Shaggy and unkempt, he told how, with Struben, another finder, he beat the quartz in an old tin to extract the gold. To-day he has only a pension of 50 shillings a month, half of which goes in rent.

How's That Umpire!

While playing cricket, F. Brayil, of Stony Stratford (Bucks), caught a bird which flew into his hands.

Don't Diet—Loaf.

Dr. Olga Stasny, of Omaha, Nebraska, urges women to loaf like men, feet on desk. Benefits claimed: less mental loginess, slimmer ankles.

The Poor Pedestrian!

Motor cars in America will travel one hundred and fifty-six thousand million miles this year, estimates the National Automobile Chamber of Commerce.

5,555.

Here is the long arm of coincidence: At a London terminal station of the Southern Railway a passenger applied for a 1st class ticket at 5 minutes to 5 o'clock for the 5.5 p.m. train. The fare was 5s. 5d., and the ticket numbered 5,555.

Argument For Short Skirts.

Mrs. Sarah Stedman of Bulwer-road, Fulham, S.W., trod on the edge of her skirt, and fell, in stepping back to avoid a motor van. "This case is an argument in favour of short skirts," said Mr. H. R. Oswald, the West London Coroner. He recorded a verdict of Accidental Death at the inquest.

The Innocents.

The sights of London were seen recently by 18 boys, 17 of whom had never seen a train before. The boys, all over 16, had, however, an intimate knowledge of motor-cars and were quite familiar with aeroplanes and motor-boats. They were natives of Stornoway, where there is no railway. They left their island for the first time on a camping holiday.

Wifely Forethought.

Provision for her husband's "second wife, if he shall be remarried," was made by Mrs. M. D'Este Egerton, of The Croft, Great Bedwyn, Hungerford. Mrs. Egerton left the residue of her unsettled estate, worth £11,098, upon trust, the income to go to her husband, Lieut.-Colonel C. H. Egerton, D.S.O., M.C., for life, then in trust for his second wife, if he remarried, with remainder for any children of the second marriage, or their issue. The ultimate residue, failing issue of a second marriage, she left to her two brothers.

Castles in Spain.

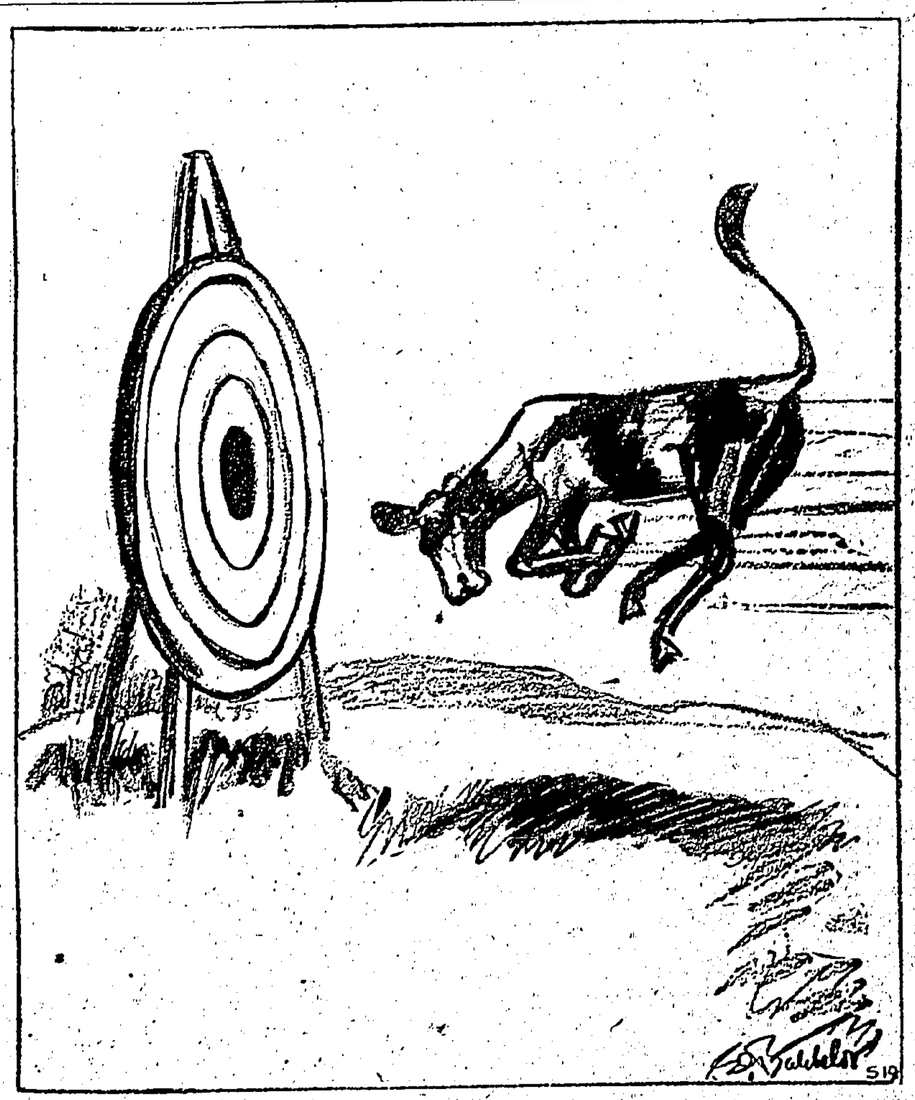
That an estate in Scotland may have the same value as a castle in Spain has been discovered by Duncan N. Boyd aged 77, of Staten Island, America. He was informed that a Scottish relative's will had made him a beneficiary. He went to Glasgow to claim the estate, but found that although he was heir to the property an aunt aged 93 had a life interest in it. The cost of his journey had eaten up his savings, and he had to apply to the New York Department of Public Welfare for an old-age pension.

A Ball of Fire.

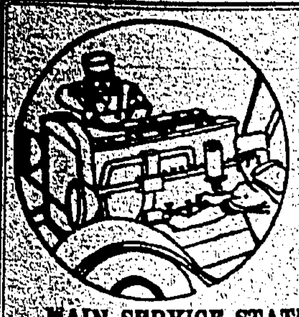
Scores of people waiting for trams on the Embankment, near Blackfriars Bridge, shortly before midnight, gazed in wonder at a "ball of fire" which played around the top of a large tower on the opposite side of the river. The ball glowed a pinkish red colour like St. Elmo's fire which is frequently seen around the trucks of ships' masts when at sea in thunderstorms. Heavy clouds were above the tower at the time but there was no rain.

How Time Flies.

Dr. H. J. Huller, Professor of the Zoology Department of the University of Texas, who has been awarded the prize of £250 by the Society for Advancement of Science, says he has discovered how to hasten, by 15,000 per cent., the evolutionary changes that occur in fruit flies over enormous periods of time. He can, he claims, condense into one year all the changes that in the past have taken 150 years to develop. Dr. Muller, applied X-rays to the flies which released electrons, thus bringing about changes. One fact he says he has established is that processes of evolution are accidental.



Hypnotic.



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Hongkong Telegraph.

Pictorial Supplement

October 4th, 1930.

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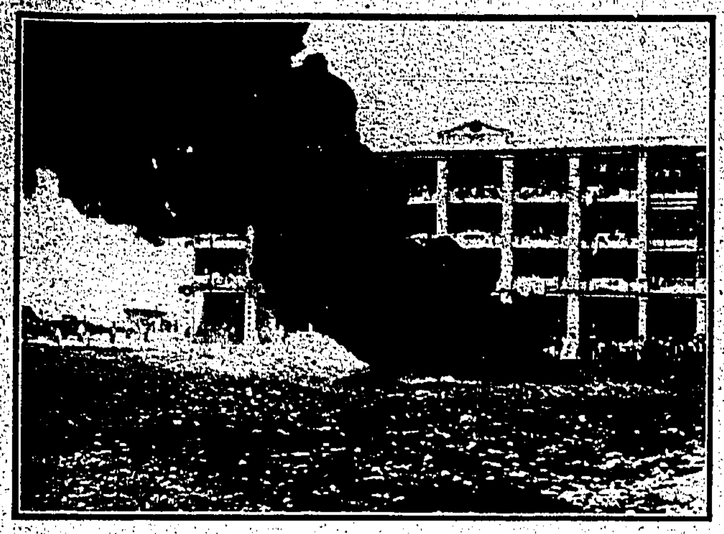


A striking picture of the oil-pit fire which was extinguished in 22 seconds with Foamite Firefoam during the demonstration given on the Praya Reclamation last week. (Photo: Mee Cheung).

In these pictures, Mr. H. E. Goldsmith, Assistant Director of Public Works, is seen with some fine catches which he made at Brentwood, near Victoria, British Columbia, last month. On the right are 129 lbs. of cod and salmon, and on left four fine specimens of salmon.

Mr. J. H. Rogers, Chief Officer of the s.s. Wong On, and his bride (Miss Edith Agnes Roberts) photographed after their wedding last week. (Photo: Lee Fong Studio).

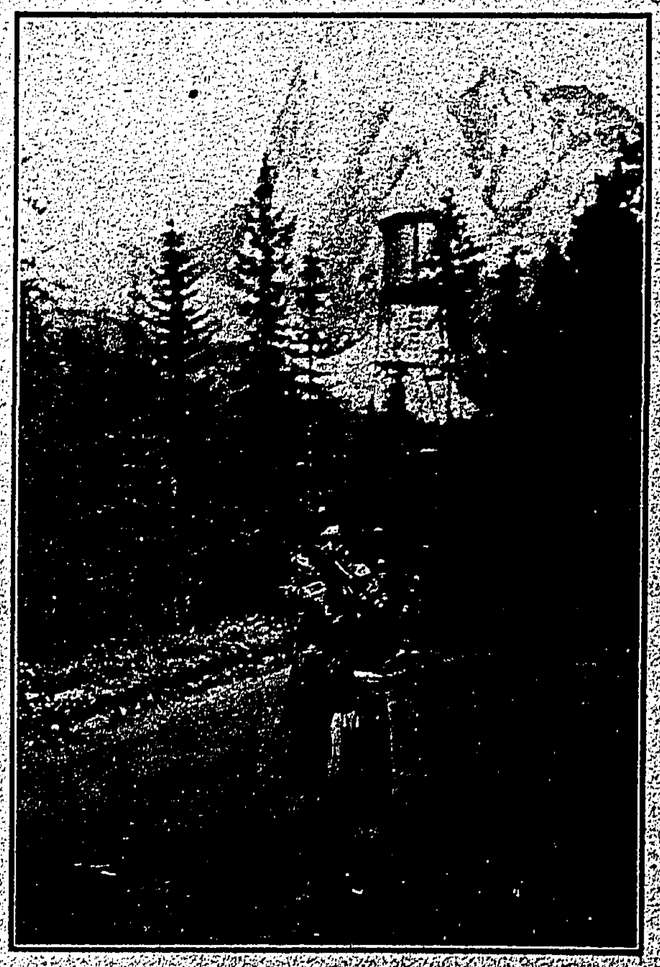
The boat's crew of the s.s. Mausang, which won the Trevessa Trophy for the second time on the occasion of the fourteenth bi-annual event in Hongkong. (Photo: Mee Cheung).

2nd Lieut. J. H. Lawrence, of the H.K.V.D.C., who was recently raised to commissioned rank.

The "Wasps" Concert Party, which by kind permission of Major R. H. E. Bennett, M.C., will shortly appear at the Theatre Royal. Left to right:—Standing: Pte. R. Williams, Cpl. C. Paul, Cpl. H. Lawrence, C. Q. M. S Spurdle, Cpl. J. Hussey, Cpl. H. King, and Pte. A. Finlay. Sitting: C. S. M. Trickey, Mrs. S. Spurdle, Lieut. Stephens, M.B.E., Miss Ziggins (pianist), Rev. G. S. Upsdell (Stage Manager), Mrs. W. Trickey and Sgt. H. Stacy. (Photo: Ming Yuen Studio).

This excellent study of a Chinese amah is the work of a Hongkong amateur photographer.

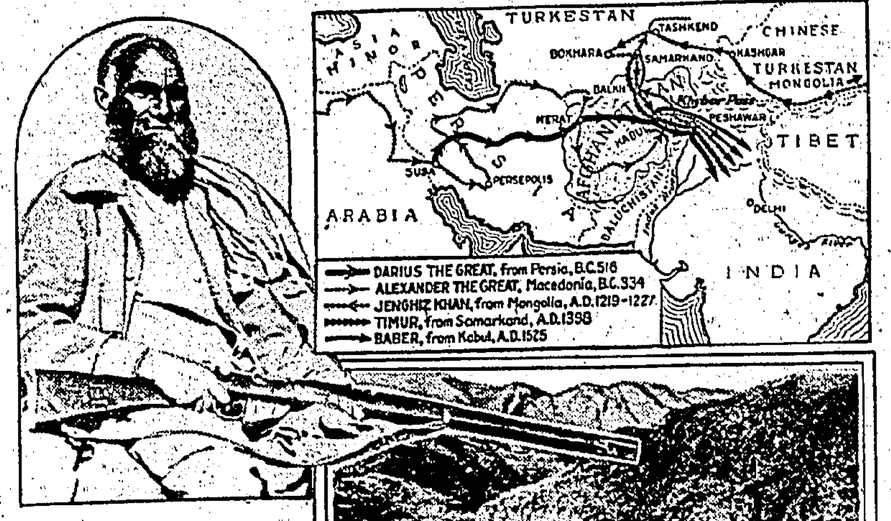
This group was taken at 18B, Macdonnell Road last week, on the occasion of the marriage of Mr. Cecil Chan and Miss Daisy Young. (Photo: Ming Yuen Studio).



Pipe-Major W. C. K. Mackie, of Hongkong, photographed at Banff, Canada, where he competed in several events held in connexion with the annual Highland Gathering.

THE RESTLESS N. W. FRONTIER.

WORLD'S MOST SAVAGE WARRIORS ENGAGED.



How the Khyber Pass country on India's remote northwestern frontier has formed the "funnel" through which India's invaders have poured for 25 centuries is graphically illustrated on the above map. At the left is a typical tribesman of the wild hill country which harbours the world's most savage fighters, little changed by the centuries except that they now have guns instead of more primitive weapons. At the right is shown a camel train winding its way through Khyber Pass, the narrow defile that connects India with the rest of Asia.

Historic Khyber Pass, that narrow defile through the Himalayan mountains through which invaders of India have marched with fire and sword for 2,500 years, has again been aflame with battle as British army planes dropped bombs on the world's oldest and most savage fighters and sent them scurrying into the hills.

For the Khyber country—scene of Kipling's "Kim" and the last British outpost on the Afghanistan border in northwestern India—has again recently figured in the world's news. The wave of unrest that has swept India in the Gandhi revolt extended to the fierce tribesmen in this remote mountain fastness who saw in the situation a chance for loot and their natural desire to fight.

The recent attacks of these wild and restive marauders on Peshawar, the British-controlled city that lies at the entrance to the pass, have centred attention on them again. They have been beaten off in fights into the outskirts of the city and British airmen, pursuing them into the hills, have bombed their retreats.

A few miles beyond Peshawar the pass begins and then for nearly 30 miles it leads its dusty, winding route through the overhanging hills to the border of Afghanistan.

Is Heavily Fortified.

British forts are strung along the pass and, except for a few turns where the view is obscured, gunners command every foot of its length. If this were not so, no rich camel train travelling through the Khyber with silks and other valuable merchandise would be safe. Even with these precautions, occasional wayfarers are murdered with a well-aimed rifle shot from a sniper lurking among the rocks and trees.

The tribesmen who live in this desolate country are the world's most blood-thirsty people and have been so for centuries. Time upon time they have been subdued by military force, but never have they been conquered. They fight with a fanatical fury, spurred by their Moslem belief that the warrior who dies in battle is assured of a place in Allah's paradise.

Every Man Carries Gun.

Every man carries a gun with him constantly. Even in his native village, he does not venture into his courtyard without it. He is quick to fight either friend or foe and may spend hours on the sub-baked roof of his hut, awaiting his chance to take a pot shot at a neighbour. But no man ever shoots a woman, for the murder of a woman would be considered a disgrace.

Caravans and travellers who pass through this country are never out after nightfall. At intervals along the route, spaced to a day's camel march, there are caravanserai, or overnight fortresses. These are heavily guarded enclosures with thick, mud walls, in which both camels and travellers spend the night. The gates are always locked at sundown.

Peshawar, the nearest large city, is the tribesmen's Paris. It abounds with all the vices and practically none of the virtues that can be found in the civilized world. Vice, crime and opium smoking are favourite diversions; murder and robbery are practically taken for granted.

Life in Hill Country.

For most of their time, the tribesmen lead a roving life in the sun-baked hills, practicing professional brigandage, at which they are experts. A few profess to tend herds and harvest scanty crops.

Their favourite method of warfare is sniping from behind trees, and the British have lost numerous men as the result. It is related that once a British officer, incensed at a lone sniper who continued to pick off his men with appalling regularity, finally offered a huge reward of rupees to any native who would dispatch him. A slender, beardless youngster from the hills volunteered. In an hour he accomplished the job, shooting the aged sniper through the head as he crouched behind a tree.

"How did you find him so quickly?" asked the British officer.

"Easy," the young native replied. "He was my father."

Is "Funnel" to India.

Afghanistan, with its wild uplands, forms the buffer state between India and the rest of Asia. For centuries it has been the funnel through which India's ravishers have poured down through Khyber Pass, one of the oldest highways on earth.

Through the Khyber, Darius the Great sent his captain, Scylax, to the Indus 2,500 years ago and made an Indian satrapy out of his conquest in the north. In the year 326 B. C. came Alexander to pass through the Khyber in the course of his conquest of the world. Fifteen centuries later followed Jenghiz Khan, whose Mongol hordes swept across Central Asia in the Middle Ages and reached, but did not pass, the Indus. It remained for a second great Asiatic conqueror, Timur, to penetrate to Delhi and pillage the land nearly 200 years later. In the early 16th century, his descendant, Baber, who claimed kinship also with Jenghiz Khan, invaded India via the same route and founded the great Mogul dynasty which nominally ruled until the advent of the British.

And so, this ancient highway of conquest has been aflame again, just as it has intermittently for 25 centuries. In the hills around the narrow defile which echoed to the clank of the words and spears Alexander the Great 300 years before Christ, the recurrent drama of the long centuries was re-enacted.

But this time the Khyber country echoed to the whirr and roar of British bombing planes instead of to the tramp of Alexander's marching legions.

"JOURNEY'S END."

English Actor for Big New Film.

Hollywood, Aug. 28.—A walled-in city filled with studios, pretentious homes and the gayest of gay people.

That was the vision David Manners had of Hollywood prior to his arrival to make "Journey's End," his first motion picture. What he found was a good sized city filled with a businesslike atmosphere, tall office buildings, huge apartment houses, a few scattered studios, some beautiful homes and people too tired out from work to do much playing.

Outsiders Get Surprised.

It is always interesting to picture folk to get the outsider's ideas of Hollywood because as a general rule they differ in almost every respect from what actually happens. Most of the studios are to be found in nearby suburbs—Burbank, San Fernando valley, Westwood and Culver City. And the majority of the bigger stars make their homes in Beverly Hills, leaving Hollywood the motion picture capital of the world in name only.

"I never had such a surprise in my life as I got when I arrived here," Manners said when interviewed.

"I don't know yet just why I

David Manners.

came here," the youthful actor continued. "Probably because Fate always has seen to it that I have done everything which I was set against. While I was going to school in Canada I became associated with the Little Theatre movement. To me professional acting was a thing a genuine artist never would be able to stand. However, I finally found myself in the professional theatre.

"Then I took the same viewpoint on the movies as is held by most players of the legitimate stage—they were beneath my notice, a profession for 'ham' actors. But I finally came out here to play in 'Journey's End' and now I hope to be able to stay here. So far I have been pretty lucky, having made six pictures altogether."

Having only recently taken out his first citizenship papers, Manners is feeling quite proud of himself these days. Although he was born in England he has spent most of his life in this country and regards it as his real home.

He'd Like to Write.

Dave's big ambition is to some day write the real story of Hollywood. He feels that although a large number of books and short stories have been written about the celluloid colony, no author has yet grasped the true Hollywood.

However, he doesn't intend to do his writing while he still is in pictures. He first wants to get as far away from here as possible for six months or a year in order to get the right perspective on our village. That, he says, is the only way the story can be properly written.

ENGLAND THROUGH GERMAN EYES.

"Diligent, Unselfish and Brave."

England is being studied carefully just now by Germans who are wondering what the coming generation will do with its inheritance; and some of the more serious of the observers are publishing their impressions, writes a correspondent of the *Sunday Times* on Aug. 9.

The special correspondent of the *Vossische Zeitung*, who has been mixing with Oxford students, has arrived at the conclusion that in one sense the German youths who are about to start on their careers are in advance of the English youth in the same position. The latter, he says, "are only just beginning to realise that their fathers' interests are not theirs," and although they read and hear in the schools of their country's glory and of her immovable greatness, and see that the greater part of the map is coloured British, "they have a dim suspicion that England has passed the climax of her greatness."

This German observer has noted that all the English public schools produce exactly the same type; that they suppress all individuality, so that views and judgments are as strictly normal as are the clothes and the hats.

This type of Englishman, however, the German adds, the product of the public schools and the universities, "created the Empire and has upheld it, and it must not be imagined that the individuals are in any way inferior, for they are in reality zealous in the fulfilment of duty; they are diligent, unselfish, brave in the face of dangers, and never work for their own welfare."

Less Insularity.

The observer notes further that the educated youth of England travel and come into closer contact with foreigners, whose language they are at pains to learn, and that the youth discover and are willing to admit that there are things abroad that do not exist in England, but which are nevertheless beneficial.

These modern youths, the German writer adds, are still in a minority; but a new factor has been introduced; tolerance is beginning to take the place of insularity, and advantages and details of other nations that have hitherto been ignored are now being recognised and appreciated.

The London correspondent of the *Lokalanzeiger*, who has lived for many years in England, notes that Imperial Preference is being advocated as the best means of regaining the old, convenient position of supremacy that England held for such a large part of the nineteenth century. "Yes," he says, "If continental Europe slept, as it did, more or less, from 1815 to 1900; if America were still in the development stage: if Asia, with Japan, had not awakened; and if, especially, China and India were not in revolt against America-European production, such advocates would be right.

"But these times are past," the correspondent observes, "and England, if she wishes to maintain her place in the world, must now cease looking back, and must look ahead, as the Continent, America, and even Asia have been doing for a long time past.

"The bulk of the English people," he asserts, "think as the the previous generation thought; the English are only now beginning to understand, from books and from films, what the War has meant to the continent; but they are still far from the intellectual revolution through which the Continental nations have passed."

The Reason for Unemployment.

Consequently, the German journalist states, the English believe that the commercial knowledge and abilities that they have collected in the course of centures will carry them successfully over the present difficult time; "but they are mistaken," he declares, "and the result of their mistake is the abnormal unemployment that they are trying to combat with parliamentary manipulations."

What ought to be done, in the German observer's opinion, is to point out very seriously to the young working Englishman what his country expects from him, for the nation's position in the world will not be maintained by men who see no object in working when they can obtain without any effort unemployment pay that is not much under what they might be earning.

It can almost be said, the German correspondent continues, that "unemployment is becoming the ideal in England," and that "the duty to work is regarded as being merely a burden." The Englishman has controlled the world's trade for three centuries, he adds by rationalising work; that is to say, by obtaining the utmost possible with the slightest exertion of effort, or by getting others to work for him, so that he might live on the results of their labour.

Ten generations, he declares, have been born under this system, and have died under it, so that it is not surprising that the Englishman of to-day finds difficulty in leaving it behind him and in shouldering the pick and the shovel himself, instead of letting others do it for him.

"The Englishman must learn that work is a national duty, and he will then very soon understand that Imperial Preference is not the hundred per cent. panacea, but is only the hand that England holds before her eyes so that she may not see that history is inexorable."

ENJOYING SUMMER IN REGENT'S PARK.

The hot weather last month drew many Londoners to the Parks and open spaces. Our picture shows a scene on the lake in Regent's Park in the early evening. Bathing in the Serpentine was also a big attraction. (*Times* copyright).

PARTIDGE SHOOTING SEASON.

The patridge shooting season opened in ideal conditions, and birds were plentiful, good weather having been experienced during the nesting season. A photograph taken near Lewes, Sussex, showing the shoot in progress. (*Times* copyright).

Ladylike--Though Collegiate--Clothes

I. colored bands of black, green, red and white add gaiety to this Golflex school frock of black wool, flecked with white rayon.

photos by courtesy of Rayon style service.

II. two shades of rose rust blend with yellow in this charming rayon boucle costume which Anathan and Company are showing for autumn sports.

III. in the costume at the right, white pipings and buttons give distinction to the Davidow navy blue spiral crepe of rayon and wool.

IV. this black, spiral crepe from Davidow is brightened by a dark red design in rayon.

V. beige and brown are combined in this travel costume of Anathan & Co.

VI. very lovely for a fraternity tea is this copper colored brown velvet suit from Irving, Schwartz & Bass.

The romping, stomping type of schoolgirl is decidedly out of place this fall, for styles on the campus will be conspicuously dignified

by Julia

"LOOK like a lady—though collegiate," is a bit of good advice for all of you girls who are figuring with pencil and paper just what to take to college with you this fall.

The days of college uniformity are over. If you can look just a little different from the rest, like a young college girl and yet very feminine, then you have success right there in your wardrobe trunk!

The best way to plan the perfect college outfit is to set down what you will be doing and think out what you will need to wear when doing it.

That means a nifty traveling outfit, for first impressions are lasting ones, and on the train or at the depot you will be sure to see girls, and men, too, if you are a co-ed, whom you want to impress.

THEN, you will want several practical, though attractive, school frocks. The utilitarian runabout type is a safe bet. You can take your pick in the one-piece, the two-piece and the jumper, or even the tunic type of frock this year. That gives you plenty of leeway so you can be yourself.

You will need something to wear for afternoon affairs. For of course there will be faculty teas, sorority and fraternity receptions, and who knows but you may start right out being invited to those charming affairs that are in style again, the tea dances?

For all of your things, I suggest a certain marked and quiet simplicity. Not too many frills. Not too much complicated color. Clothes that go in for line and fine materials, rather than the too-gaudy type.

RAYONS this autumn answer the school and college girl's call. There are such lovely combinations of rayons and wools and such elegant combinations of rayons and silks. Even the rayon and cottons are exceptionally fine and have a soft beauty that youth loves.

Since the new styles stress variety of materials quite as much as silhouette, it is important to note how many textiles owe their distinction to the combination of rayon. Crinkly crepes, twill weaves, textiles with a fine-ribbed design and all those that are frosted and flecked have a way of achieving their character by using rayon.

Therefore the more modern and up-to-date of the rayon mixtures, such as the Bianchini flamingo, the sturdy Canton crepes, the woven designed Jacquards, the dotted and flecked woolen crepes, are of primary importance now and quite ideal for college.

I. FOR a start towards your wardrobe of regular daytime frocks, the kind you will wear to classes, a most serviceable type is one of the new black wools, flecked with white rayon, made without any collars and cuffs which must be washed eternally.

This little runabout frock has its own revers, cuffs button trimmed, and a series of horizontal tucks which are exceptionally decorative and unusual.

To get that color note that you college girls ask, a little bit of red, green, black and white ribbon is used in an unusual manner, to provide the desirable dash.

II. OF course you want a sports outfit or two. For the early football games, before you get out the fur coat or even for wear under the fur coat during November, nothing is more satisfactory than a colorful rayon boucle. This knitted weave keeps its shape and yet does not cling to the figure as some pure wools do.

Get one that comes in subdued striped pattern, perhaps one in rose, rust and yellow. These softened tones are beautiful together this fall.

A one-piece frock, with either long or short sleeves, as you wish, and then either a cardigan or one of the new windbreaks made in knitted material, and you are fixed for golf, hiking, or watching sports events.

This one has a rust-colored cardigan that belts, and the hat with a little feather brush in the yellow and rose is made of rust-colored fabric, flecked in yellow.

III. ANOTHER excellent frock for your purpose is a navy blue spiral crepe, in rayon and wool mixture, made with white silk pique for pipings, and big white buttons to accent the pipings. The pipings merely button onto the frock and are easily removed.

This frock is one of the new belted tunic ones, a style very smart on slender girls, though you who may be a bit rounder must watch out for it.

This frock is practical and very chic, and when worn with a navy blue chenille hat, is exceedingly demure.

IV. IF you like dainty clothes, you will be drawn to a petal frock made of black spiral crepe with a fleck in triangular pattern done in red rayon.

This little frock has a gored skirt which flares gracefully, and the overblouse is made in petal finish, and so is a shoulder cape which crosses the back of the bodice. There is a little vestee done by hand, in white crepe de chine, which is also petalled in form.

V. SINCE brown is so chic this fall, you may have the smartest of costumes and arrive feeling like a million dollars if you choose a beige and brown traveling suit of knitted rayon boucle, made with a beige tuck-in blouse, trimmed with a striped yoke and banding of the brown. Boucle is ideal for the type of figure you college girls have—svelte, supple, slender. Moreover, it doesn't wrinkle, looks smart always, and stands up even in rain.

With this costume, a beige felt bicorn hat, with a little front yoke effect of brown chenille, is ideal.

VI. YOUR dress-up costume is always important. This autumn the transparent velvet, the kind you merely hang up in your bathroom and let the steam press for you, is likely to be the favorite outfit.

A copper-colored velvet suit, with cape sleeves and a jacket that buttons with decorative buttons over a rich tunic blouse, is lovely for you, especially if you have any tone of brown in your own makeup. It is equally as lovely a suit if done in green or blue.

This suit has a gorgeous tunic blouse, of egg-shell rayon satin, hand-embroidered in blue, rose and brown. Take the jacket off and you have a fine outfit for formal hours.

WE ARE ALWAYS PLEASED TO GIVE OUR ADVERTISERS DEFINITE PROOF OF THE

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OF THE HONGKONG TELEGRAPH

Hongkong Telegraph.

Pictorial Supplement

October 4th, 1930.

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Let us preserve you from all such risks.

Mackintosh's

Here are seen officers and members of the St. Joseph's College detachment of the St. John Ambulance Brigade. (Photo: Ming Yuen Studio).

The beautiful wedding cake made for the Prismall-Harris Walker wedding by Lane, Crawford, Ltd.

Miss Jessie Harris Walker entering the Cathedral on the arm of Mr. L. J. Blackburn, who gave her away. (Photo: Ming Yuen).

IT MAY COST A LITTLE MORE

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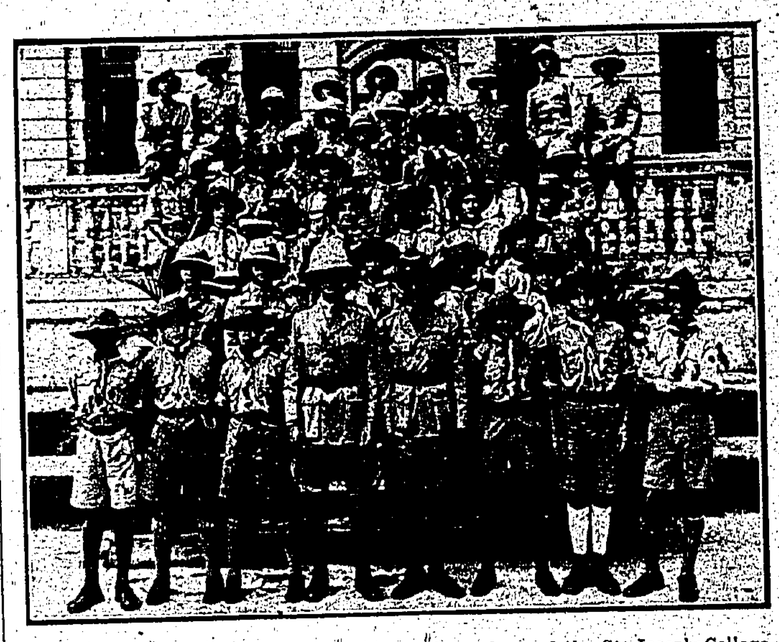


This photograph shows the officers and members of the St. Joseph College Troop of Boy Scouts. It was taken outside the College Building. (Photo: Ming Yuen Studio).

Group taken at the wedding of Mr. A. Prismall and Miss Jessie Harris Walker. The bride was given away by Mr. L. J. Blackburn and had as her bridesmaids Misses Edna Blackburn, Eileen de Biere and Joyce Harris Walker. Dr. J. W. Anderson was best man, and the groomsmen were Messrs. J. Ashworth and H. C. B. Watson. (Photo: Ming Yuen Studio).

Mr. A. Prismall and his bride leaving St. John's Cathedral after their wedding on Monday. (Photo: Ming Yuen).

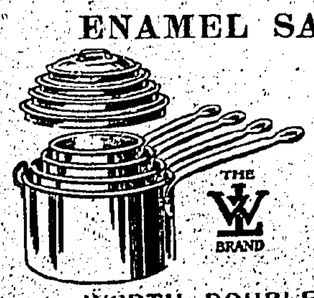
Miss Pamela Scott Harston leading in Royal Flush (Mr. Heard up), winner of "A" Class Jordan Handicap. (Photo: Mee Cheung).

Monk (Mr. Y. M. Lo up) being led in after winning the first race on Saturday. (Photo: Mee Cheung).

Christmas Belle (Mr. Backhouse up), which paid $386.10 for a win last Saturday. (Photo: Mee Cheung).

WHITEAWAYS

EXTRAORDINARY VALUE
IN
ENAMEL SAUCEPANS



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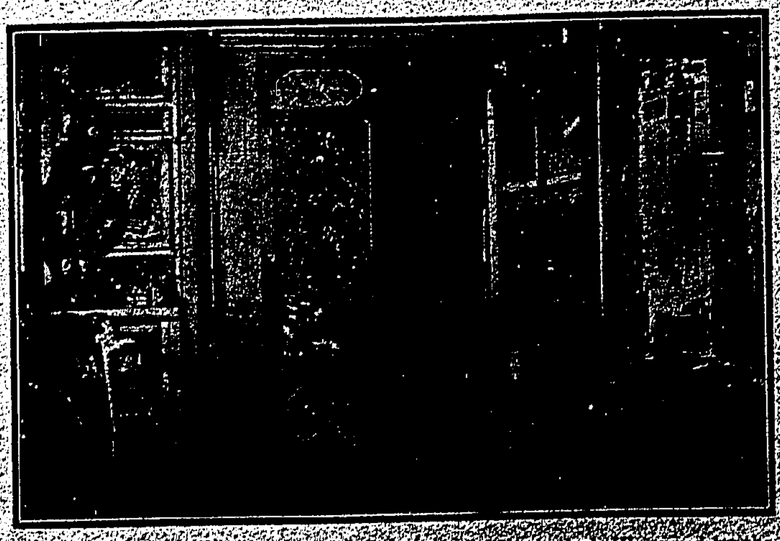
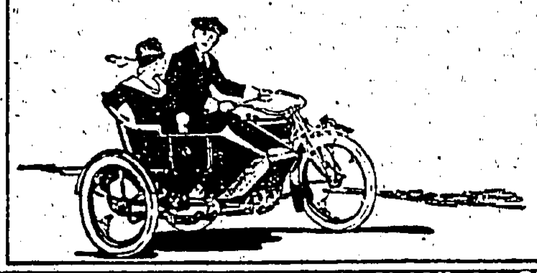
These two happy-looking lads are the young sons of H.E. the Governor of Macao and Madame Barbosa. (Photo: Ming Yuen Studio).



Here is seen one of the rooms on the yacht Shenandoah III, owned by the American millionaire, Mr. Fahnestock, which has undergone complete redecoration at Taikoo Dock. The Oriental design was planned by Mrs. Fahnestock and carried out by Messrs. Komor and Komor.

MOTORING
SUPPLEMENT



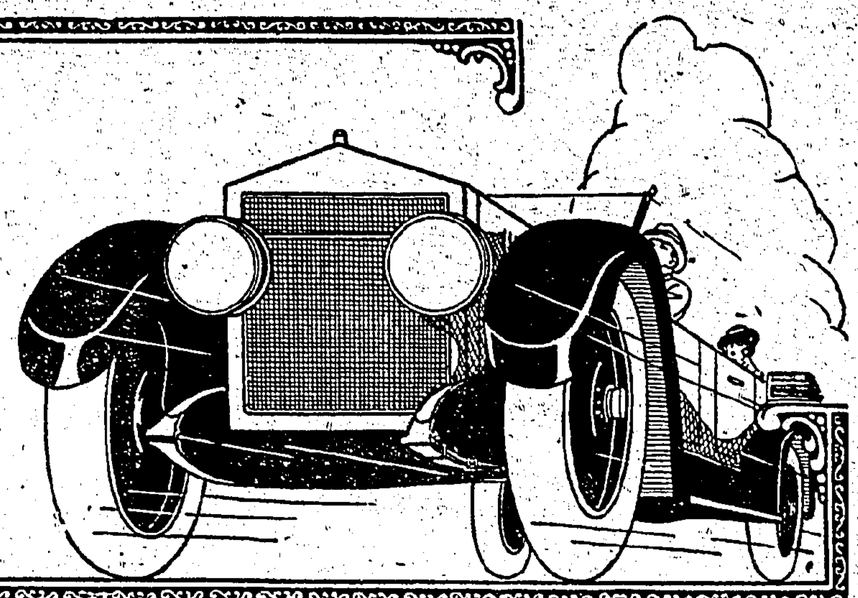
OF

THE HONGKONG TELEGRAPH

SATURDAY, 4th. OCTOBER, 1930.

Being The Official Organ of

THE HONGKONG AUTOMOBILE ASSOCIATION.



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CURRENT COMMENT

Kowloon Ferry Approach.

The congestion at the Kowloon Ferry Approach becomes more acute as time passes, and not without some cause, public opinion seems to be resigning itself to a continuance of the existing state of affairs. That this should be so, is extremely unfortunate, for even the most pessimistic observer agrees that something in the nature of re-planning will have to be done in the distant future. As things are, it does appear that the problem is too difficult to grapple with, although we cannot accept that as a true analysis of the situation. The ideal scheme would be to launch a really big undertaking embodying the removal of the railway station. Not only would it then be possible to secure an ideal site for vehicular ferries, but a valuable stretch of land would be made available for public gardens on the water front. Surely such a scheme would meet with universal approval, and the Government responsible would earn the undying gratitude of the present and future generations. Courage is needed to bring about such a drastic change, but whoever displayed such enterprise and courage, would well deserve the appreciation which would manifest itself.

Not a Joke.

Yet further cases have occurred of people "borrowing" private cars for the purpose of joy-riding and leaving the vehicles abandoned some distance from the original parking space. We reiterate our remarks that it is to be hoped that an example will be made of the first offender discovered indulging in the practice. Fortunately, Hongkong has not been subject to this annoyance to any extent in the past, and the fact that the recent cases have been within a few days of each other, may possibly indicate that the same people are concerned. Nevertheless, motorists will be gratified to hear that the perpetrators of this absurb form of joke have been caught, although it is an admittedly difficult matter to detect them. In other countries these pests have become somewhat common, and for a time there was a tendency to treat them lightly, but the matter is no longer taken as a joke. At an exhibition of patents held in London as far back as January last, several inventions were shown which had the express purpose of thwarting thieves and unauthorised joy-riders. One took the form of a patent petrol lock, and another ingenious contrivance set a powerful alarm-bell going as soon as a vehicle was tampered with.

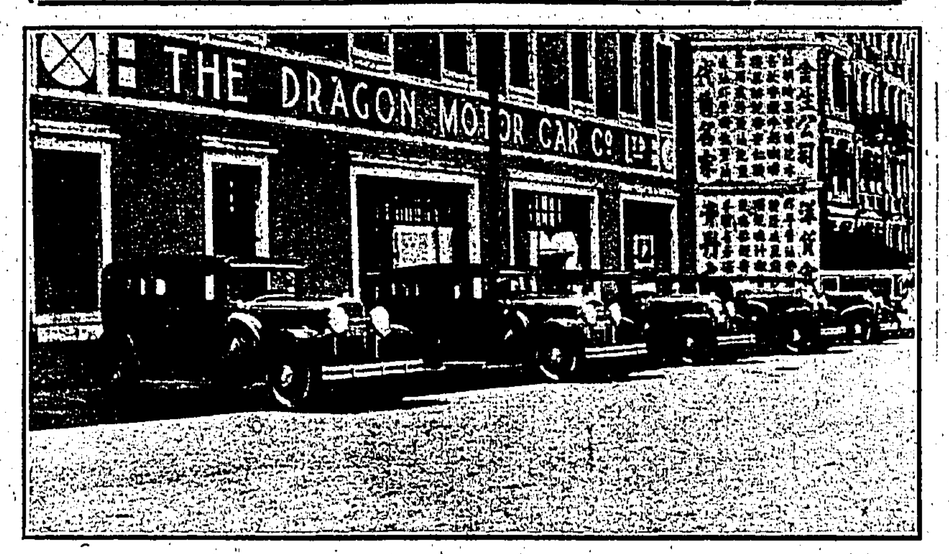
The Serious Side.

The most serious side of car "borrowing" is that the culprits are therefore a menace to public safety. This fact is not, of course an excuse for the proficient driver who purloins another person's car, but it merely makes the offence the more serious in view of the fact that lives of pedestrians or other road-users may be jeopardised by the rashness of an irresponsible member of the community. In such cases, nothing less than a spell in gaol should be the penalty.

New to Hongkong.

The advent of a new commercial truck is perhaps, not an outstanding event, but it is nevertheless interesting to hear that the famous Studebaker Pierce-Arrow commercial trucks are to be placed on this market by the Hongkong Hotel Garage. The various models allow for loads from 2½ to 7½ tons capacity, 130 and 160 wheelbase, 70 horse power, 6 cylinder engine, 4-wheel brakes, 4-speed transmission, Timken front and rear axles, balloon tyres. For all commercial purposes, these vehicles set a very high standard, and it is expected that they will command a ready market in this part of the world.

ANOTHER SHIPMENT OF THE LATEST MODELS OF BUICK.



The above picture shows a fleet of the new Buick models which recently arrived at the showrooms of the local agents, The Dragon Motor Car Co., Ltd. Recognised throughout the world as leading cars in their class, the latest Buicks thoroughly uphold the great reputation which they have won.

NEW YEAR'S CARS.

On the Home Market Early.

NEW FEATURES.

[By H. Thornton Rutter.]

Although four months remain of the present year, interest in motoring circles at the moment centres round the new cars for 1931. This is one of the weaknesses of the motor industry. No model ever obtains a full twelve months' sale before a new programme is announced. It seems a pity, and the method adopted by some makers to counteract this short season is to keep the same models on the market for two or three years.

Furthermore, the public does not gain by this system of christening new models, sold in August and September, as 1931 cars, as the retail dealers date them as 1930 products when offering second-hand allowances to their owners.

Less Fire Risk.

For the 1931 season, which runs from September 1, 1930, to August 31, 1931, the chief novelty will be the greater adoption of mechanical pumps to feed the carburettor. The reason for this is that were it not for the fuel pump, the highly efficient system of down draught carburation would remain impracticable.

Fuel pumps have improved engine performance and thus they have reduced cost of car production by permitting the use of smaller rated motors.

Another strong argument for their use in place of the ordinary gravity and vacuum tank fuel systems is the lessening of fire risks. Again, a mechanical fuel pump, geared to the engine, provides precisely the volume of fuel required at all speeds and under all conditions.

No tank is required near the engine to feed the carburettor as in some other systems. There is, consequently, little risk of fire from head-on crashes as there is only the petrol in the float chamber of the carburettor, the main supply being at the rear of the car.

It is interesting to review the history of the method of fuel feeding. First we had a gravity fuel feed. Then, in order to take the petrol tank farther from the engine, a pressure system by means of an air pump was adopted. This air pump, geared to the engine, created pressure in the rear tank and drove the fuel to the carburettor.

Then came the now familiar vacuum system in which suction through a connexion with the inlet manifold of the motor drew fuel from a main tank in the rear of the car, delivering it to a small tank on the dashboard near the engine. This small tank supplied the carburettor by gravity.

Higher speeds on the road require greater fuel supply to the engine, and so the modern car has adopted the mechanical or electrical fuel pump to give the motor its proper quantum without any delay.

"Care Will Save Cars."

Business in selling new cars has been so bad this year that dealers are at last waking up to the benefit of getting their customs to pay better attention to the proper upkeep of their vehicles by bringing them to be fully overhauled.

"Care will save a car" is the slogan that the service stations have recently broadcast. I am sure all motorists will agree with this slogan, and I, for one, prefer to allow the professional repairer and fitter to adjust the mechanical details of my car, than to trust to my own occasional visits to the workshop.

However skilful the amateur mechanic may be, he only performs the various jobs so rarely that he cannot compete with the man doing such work daily.

We all know that we neglect our cars. The reason for this is that we cannot always trust the service stations to do the work well enough or, in many cases, at prices that we consider just.

If the many efficient service stations, which do exist, would combine and advertise the fact that they are capable of good and quick service at moderate charges, the motoring public would patronise them far more frequently than they do to-day.—Ex.

Tai Hang Road.

Residents of the Broadwood Road locality will have noticed with gratification, that provision has been made in the Budget for strengthening the conduit of the Tai Hang Road from the junction of Stubbs Road to the Tunnel face. When this work has been completed, the road will be opened to motor traffic generally. As we pointed out some few weeks ago, apart from its value as a traffic route, the Tai Hang Road opens up some beautiful vistas, and is certainly a great asset to the Colony in this respect.

ROAD BUILDING.

Cheapness a Poor Policy.

AMERICAN VIEW.

Washington, D.C., Aug. 29.

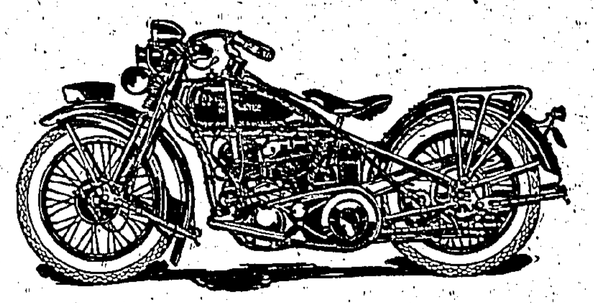
Contending that the lowest bidder on a road contracting job is not always a responsible bidder, the Associated General Contractors of America have organized the Bureau of Contract Information to investigate all bidders on large projects.

Ordinarily the lowest bidder should get the job, because his bid saves taxpayers money. But this is not always so, according to S. M. Williams, president of the bureau. He says the public loses money on many low bids because the contractor is incapable of constructing a road of good quality, and repairs often make it a higher priced road than that which the highest bidder would construct.

For the past three years the U.S. Bureau of Public Roads has been eliminating the irresponsible bidder by requiring prospective bidders on road contracts to fill out blanks fully setting forth their past performance, equipment, financial standing and experience. This plan has been meeting with great success, as irresponsible contractors hesitate before attempting to fill out the prequalification blanks. Many states have adopted the same plan.

The practice of invariably awarding the bids to the lowest bidder is so firmly established that public officials hesitate to incur censure by refusing him the contract even when they know he cannot do the work properly.

1931 "Harley Davidson" Can be Cabled for Now.



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THE TOURIST TROPHY RACE AT BELFAST, IRELAND.

The Tourist Trophy Race at Belfast, Ireland, resulted in a triumph for the Italian team, the first three places being won by Alfa Romeos. The fourth place was occupied by Mr. Cyril Paul, in an Alvis, and the fifth by Mr. G. Poppe, in an Austin. Captain Birkin, who was driving magnificently in a Bentley, crashed into a wall in his twenty-third lap. Our picture shows the start of the race, with the Bentley team in the foreground and the three winning Alfa Romeos immediately behind. Signor G. Campari (No. 9) finished second, and Signor A. Varzi (No. 8) third.

The race was won by Signor Nuvolaria.

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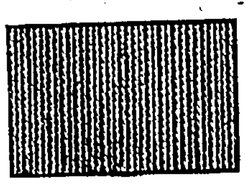
AIR-FLIGHT

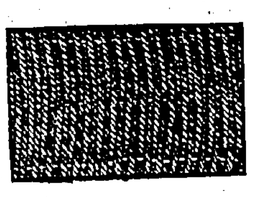
PRINCIPLE TIRES.

THE MOST CONCLUSIVE EVIDENCE OF *SUPERIORITY* - - - - - -



"FISK ALL-CORD"

Note that the cords are absolutely parallel in alignment: – each individual cord is insulated and positively separated from the others and free from cross or filler threads.



ORDINARY CORD

This photo shows a section of ordinary cord displaying cross or filler threads that chafe and disintegrate the cords causing friction and early failure.

No other make of tire can offer you these **EXCLUSIVE** Fisk features.

THE SEVEN POINTS OF SUPERIORITY OF FISK AIR-FLIGHT PRINCIPLE TIRES

1. Larger Air Chamber
2. All-Cord Process
3. Multiple Cable Bead
4. Increased Flex Area
5. Stream Line Tread
6. Greater Road Contact
7. Air-Flight Balance.

Obtainable at all Garages upon request.

Sole Distributors:

GILMAN & CO., LTD.

Tel. 28011. *4A, Des Voeux Road.*

N. Z. CUSTOMS.

New customs imposts expected to produce £800,000 were announced last week in the New Zealand House of Representatives. Motorcars will be subject to them. Power has been taken to increase the duties on foreign goods with the object of affording further preference to British imports.

BRIGHTER LIGHTS.

New Jersey has authorized the use of brighter globes in the head-lamps of its automobiles. In place of the 21 candlepower bulbs, it is now permissable to use 32 candle power, providing they are used in approved devices throwing a beam at no greater height than three and a half feet from the ground.

"Why John---just look how easily and quickly we have left the traffic behind. We have a clear road ahead."

"Yes—the new Buick Straight 8-in-a-line is certainly the most thrilling car I ever owned—and I've pair thousands of dollars more for higher priced cars. It's just like Buick to build a car like this."

The reason for Buick's phenomenal performance is found in its new eight-in-a-line valve in head motor– its new and improved synchro-mesh transmission—and 36 other outstanding new features and advantages.

But with all this power and speed—Buick is immediately responsive to the slightest touch of its new steering mechanism and under the perfect and safe control of its big, powerful, smooth four-wheel internal expanding brakes.

May we give you a free demonstration ride?

Buick

The New

BUICK 8

The Eights with Buick's Prestige

THE DRAGON MOTOR CAR CO., LTD.

TELEPHONE 30228.

133, WONG NEI CHUNG ROAD, HAPPY VALLEY.

FISK ALL CORD PROCESS.

Result of 80 Years' Development.

RUBBERISATION.

The present high state of quality control and manufacturing efficiency in the production of All-Cord material for tyre carcasses has been the result of over eighty years of development. From a small beginning with crude experimental equipment the process has been improved step by step until to-day we have available a manufacturing unit which for quality control and production efficiency leaves little to be desired.

It was realised from the very inception of the use of a multitwist cord in tyre carcasses that the practice of weaving the cords into a fabric which contained a very light filler thread was a makeshift. The filler thread was not of any value in the tyre. On the other hand, it has proved a distinct detriment in that, as weak as it is, the constant flexing that a tyre cascass undergoes in service causes it to chafe through the cords with resultant carcass failure. The presence of the filler thread is also objectionable in that it prevents the cords from lying flat. A woven cord fabric coated with rubber has a very light coating at that point where the cord crosses the filler thread. A considerable amount of ply separation in the finished tyre can be traced to this condition.

The impracticability of woven cord fabric is also very clearly shown by what is termed "bagginess." This is a slack condition in a portion of the width of the roll, which, with all the study given it by cotton mills, has never been eliminated. The fabric can be used, but only by feeding it into calenders with a very heavy tension on the cords in the remainder of the width so that they will stretch and allow some tension on the baggy portion. This results, of course, in a tyre containing cords having widely varying ability to stretch. It follows then, that those cords having least ability to stretch absorb all of the strain.

Insulation of Cords.

Another effect to the heavy tension required to remove bagginess is the shrinkage in width with consequent lack of the number of cord per inch. This is serious in that it precludes maintaining sufficient space between cords for insulation.

The necessary complete insulation of all cords, in the case of a woven cord fabric, cannot be effected except through frictioning. On square woven fabric frictioning presents no problem at all but on a flimsy cord fabric it results in serious distortion with its attendant disturbance of the uniformity of cord stretch. At best frictioning can be carried on only by maintaining a very heavy tension with consequent loss of the most valuable characteristic of the cord, that is its ability to stretch.

The present producing equipment very effectively overcomes all of these difficulties. It consists of a creel, a tension unit, a drying and heating unit, a spacing unit, a four roll calender, and a continuous windup. The cord is wound on cones weighing twelve to fourteen pounds and containing from 14,000 to 16,000 yards. The inside end of the cord is allowed to hang free for about twelve inches to allow splicing the outside end of cone to the inside of another. This makes it possible to provide a continuous supply.

The Process.

The creel is so laid out that it has spindles for each end in the finished fabric. One of the spindles holds a cone from which the cord is running while its mate holds a second cone spliced to the first one. When a cone has run out it is immediately replaced by a full one which is spliced to the then running one. The cord, after leaving the cone, is threaded through a tension device and through various guiding thread boards to a central collector thread board. The tension device and all thread boards are equipped with porcelain eyes to prevent any possibility of injury to the cord. They are also arranged so that the point of leaving the collector thread board each has been subjected to a very slight but absolutely uniform tension.

The proper operating tension is obtained in the tension unit which consists of a series of polished steel bars over which the cords are leased in pairs immediately after emerging from the collector thread board. Tension is varied as required by changing the number or position of the bars. The tension unit is also equipped with an expanding comb of the lazy tong type to provide a preliminary width control of the sheet of cords.

The drying and heating unit consists of a stack of copper surfaced drums revolving on roller bearings. The sheet of cords passes over their surfaces and emerges in a properly hot and dry stage having lost its uniformity of tension.

Spacing Unit.

The spacing unit is mounted on the calender frame directly back of the middle calender roll. It consists of an expanding comb, a final spacing bar, and a presser roll, all mounted on a horizontally adjustable carriage. The expanding comb provides a final width adjustment. The final spacing bar is a round steel bar on which has been cut a screw thread of a pitch representing the number of ends desired in the finished fabric. The presser roll is a solid steel roll, very accurately machined and grounded. It provides means for pressing the sheet of properly spaced cords into the skim coat on the middle calender roll. The pressure adjustment is hand wheel operated.

The sheet of cords after leaving the heating and drying unit passes through the expanding comb, under the spacing bar, one cord to a groove, around the pressure roll and on to the skim coat on the middle calender roll. The calender is of a type having the fourth roll offset at the top. The offset and top rolls form one skim coat on the top roll, while the middle and bottom rolls form a skim on the middle roll. It is equipped with conveyors from the warning mills which provide a continuous uniform feed of stock. Mill and calender roll temperature indicators and recorders with the result that the stock is constantly held at a proper and uniform plasticity.

The sheet of cords, after having been pressed on to the middle roll, is carried up on that roll to its bite with the top roll which forces its skim into the other side of the sheet. The operation is carried on under conditions which are ideal. Both coats are applied to the cords and, between the cords, to each other before the cords have lost their heat and before the first coat has lost its plasticity.

The Wind Up.

After emerging from the calender, the new rubberized fabric passes through a continuous automatic weight indicating and recording device and to the wind-up. The wind-up is so designed as to allow changing rolls while the calender is operating at full speed. It is equipped with an electrically operated cutter which makes a perfectly straight cut across the fabrics and an automatic device for feeding the fabric into the liners without wrinkles.

The product of to-day's All-Cord Process equipment is beyond comparison with woven cord fabric, no matter how carefully and expensively processed. Laboratory tests indicate an infinitely greater uniformity of cord elongation. Uniformity in number of cords per inch and space between cords is controlled absolutely. With the elimination of the frictioning operation it is possible to control total rubber deposits within very close limits.

The effectiveness of applying both coats at once is very clearly indicated by microscopic examination of the finished fabric. It is found that the rubber is driven so completely into the cord that it thoroughly fills in even the helical twist spacings in the various strands making up the cord, a condition obtained by no other practical production process.

BLESSING MOTOR CARS.

Abbe Thuault of the Church of Saint Christophe-le-Jajolet, near Paris, standing in front of the statue to the saint and blessing automobiles as they pass.

[By Minott Saunders.]

Paris, Aug. 29.—Reckless driving and traffic tangles are increasing annually the popularity of Saint Christopher, the patron saint of travellers.

As the record of road accidents mounts, so does the number of reverential requests by owners of vehicles for blessing and protection from harm in the name of Saint Christopher.

This ceremony is taken seriously in France, and somewhere on the majority of cars, usually on the instrument board in front of the driver, may be seen a Saint Christopher plaque, a metal disc bearing the image of the saint. This indicates that the car has been blessed and that the spirit of Saint Christopher is watching over it.

So popular has the ceremony become that children have their bicycles blessed and even little tots may be seen drawing their scooters before a priest in solemn worship.

Travellers' Patron Saint.

The followers of the early Christian saint will relate to the uninitiated how he stood on the bank of a stream and was hailed by a child, who asked to be carried across.

The good man took the child on his back and started to wade, but as he proceeded his burden became heavier and heavier. At length he could hardly stand up under the weight, but with great courage he staggered on and finally reached the other shore in safety. Then in his exhaustion he saw that he had been carrying the Christ-child.

Hence he became the patron saint of travellers.

Annual Blessings.

Every summer thousands of cars are blessed in France and Saint Christopher's day this year established a record. Mass is said and holy water is sprinkled as each car is driven past the celebrant.

The Saint Christopher plaque, seen in a car, is but a modern version of the cloth scapulary worn by devout travellers in olden times.

Tourists who come to Paris are usually amazed at the speed with which cars are driven through the streets of the city, and taxi drivers especially are noted for their antics. But as like as not the hard-boiled taxi driver shrugs his shoulders as he wondrously winds his way, for his car is in the care of Saint Christopher and he has faith.

LONDON PROBLEM.

In an endeavour to tackle the problem of traffic congestion in London it is understood that the number of buses on the streets between 10 a.m. and 4 p.m. is to be limited, at first as an experiment; while in another direction it has been suggested that New and Old Bond Street, W., should come under the unilateral parking system.

BRITAIN'S SCATTERED EMPIRE.

Lines of Fast Aeroplanes and Airships Promise to Influence Imperial Relations.

EXTENSIONS OF AERIAL SERVICES.

[By T. J. C. Martin.]

Hundreds of thousands of people cheer Miss Amy Johnson on her home-coming at Croydon after her spectacular solo flight to Australia. All Montreal turns out to roar a welcome to the R-100 on her safe arival from Cardington, England. And, as after all history-making flights, their purpose becomes a significant question. It is easy to read in these two achievements an underlying importance in the development of the aerial communication lines of the British Empire.

The importance of imperial airways is appreciated in all parts of the empire and is indicated not alone by the enthusiasm that such flights arouse, but by a statement made recently by the Postmaster General in London, which shows that British people are more unemotionally interested in the progress and promise of intra-imperial air routes. Comparing this year's air-borne mail between London and India with the amount carried last year for a corresponding period, he notes that whereas last year the volume was equal to less than one-third of the total volume carried by planes operating out of England, this year it was equal to almost one-half of the total.

Airship Bases of the Empire.

Thus the aeroplane has become a factor of growing significance in imperial relations. But, because its range and capacity are limited, the aeroplane is not enough. The experiments with the R-100, and those yet to take place with the R-101, will determine the extent to which airships, with their tremendously long ranges and their high lifting capacities, are suitable as transportation media between the capitals of the empire.

The airship, like the aeroplane, is dependent for its operation on an elaborate system of ground organization. In the case of the airship it need not be quite so elaborate, and the bases for an airship can be much further apart. A start already has been made in the provision of airship bases, and there have come into existence outposts of the empire which are not mere figments of speech, but actual posts towering a hundred and more feet above the ground.

These are the mooring masts. One is at Cardington in England. One is at St. Hubert airport outside of Montreal. Another is at Ismailia in Egypt. A fourth is at Karachi in India. Still another is rising at Grouteville, near Durban, in South Africa. New Zealand and Australia are to build masts when and if they are satisfied that the experiments with the R-100 and the R-101 hold definite promise of regular intraimperial air service.

At some of these outposts huge airship hangars have already risen. Others are to follow if necessity demands them. And so despite the many divergencies and anomalies which make up the British Empire, it is the aeroplane and the airship which are holding out the promise of a vigorous unity.

At present the British Empire is such a heterogeneous entity that, like the professor in Lewis Carroll's "Sylvie and Bruno," it finds itself compelled to talk complacently while everything around it is blowing up. Gandhi exhorts his followers in India to resist British rule. The Boers in South Africa threaten secession. Canada shows an independent spirit at the League of Nations, asserting her right as a free nation in the British Commonwealth. The Irish Free State defies the Privy Council. And every one is made very much alive to the fact that the unity of the empire depends solely on the consent of the dominions to inclusion in it. Against the tirades of the pessimists the empire retorts only by continuing to exist.

The Unity of the Empire.

Yet the empire is seemingly forever flying apart. Political philosophers from time to time reiterate that this world-spread empire is founded on the security of nothing more tangible than a common allegiance to King George V. The golden link in the chain of empire, it is sentimentally called. But it has always been felt, though not so readily admitted, that a unity dependent primarily on sentiment might one day be dissipated by more weighty considerations of politics and economics. Nor has the change in the King's title, making him a King five times over and once an Emperor, done much, if anything to allay such fears for the future of the empire.

"Thus the empire itself has begun to evince an introspective attitude. Had it not been for the world-wide derangement of finance and commerce following the war, imperial problems might have been allowed characteristically, to "muddle through" to a solution. But the loss of markets and the attendant depression in industry and commerce have clearly impelled another course of action—the application of specific thought to the solution of imperial preference, which has received a fillip from recent American tariff legislation, now resounds in every part of the autonomous empire.

Of concurrent importance in strengthening the fabric of the empire are the enormous potentialities which aircraft offer. If the empire is to become, to any appreciable extent, an economic unit trading within itself, it is apparent that there will be a mighty role for aircraft to play. For the aeroplane and the airship offer the promise of shrinking the empire to a fraction of its present size, so far as time-distance is concerned, without the loss of a single acre of territory.

There is at the present time a regular commercial aeroplane service in operation between London and Karachi, India. This service is weekly in both directions and carries passengers and mail. But the route has the disadvantage of passing over France, Italy, Greece, Egypt, the Arabian Peninsula and Persia, necessitating a number of international agreements, a great deal of delay and a tremendously expensive ground organization, not yet fully equipped. An airship route, however, need not pass over any territory not under British control or belonging to the empire and need have no bases not on British terrain.

Various extensions of aeroplane service, however, are projected between the mother country and the dominions, the most noteworthy being the Cape-to-Cairo airway and the New Zealand-Australia-India, spur, the practicability of which has again been strikingly demonstrated by Miss Amy Johnson's flight. It is clear, therefore, that a role is visioned for the aeroplane in intra-imperial communications.

Thus it may be said that the aeroplane is becoming an instrument of imperial policy. To what end? The question is difficult to answer, for there are many variables to be taken into consideration. To say that the direct air route to India clips 1,500 miles off the distance by boat and more than two weeks off the time of travel is an eloquent but not convincing argument for aeroplane routes.

Limited Role of Aeroplanes.

If we inquire into the real meaning of a system of intra-imperial airways—aside from its significance in strengthening the spiritual bonds of imperial unity—we must look for an economic reason for the employment of aeroplanes. What is to be the role of the aeroplane?

At the threshold of an era which transmits the oral and written word and sends photographic images with the speed of light, it is obvious that the aeroplane's service is circumscribed to the carrying of letters, parcels, light freight, passengers, etc. It is also apparent that no one will send a letter by steamer if the aeroplane can carry it for the same price in a fraction of the time, and it is not doubted that one day imperial air mails will compete on equal terms with the steamship. But there are some cogent reasons miligating against the use of aeroplanes over the long distances between the component parts of the British Empire.

In commerce it is frequently necessary for executives and salesmen to travel from England to the remotest parts of the empire, losing many valuable business days. Time means money, and the aeroplane can save both by transporting a busy executive to Cape Town and return in far less time than it would take him to make the outward-bound voyage. And one salesman flying by aeroplane can do the work of six who have to travel by boat and train over long distances. But the transportation of humans, not to mention valuable documents, etc., entails a careful study of the problems raised by safety, and once again the aeroplane is left at a disadvantage.

In the carrying of freight, as with a large volume of mail, the aeroplane is handicapped by its inability to carry a pay load economically, except over comparatively short hops, thus necessitating a number of bases on foreign soil. Even in the carrying of mails it is evident that the aeroplane is limited. On the London-Karachi airway planes have carried an average poundage of mail well under 500 a trip. Once the cost of the air mail is reduced, the amount of mail will increase, as it has in England and, as it increases, the number of aeroplanes to carry it will also have to be increased. Granted that aeroplanes individually will be able to carry far more mail at greatly increased speeds, it will, nevertheless, become increasingly clear that the aeroplane, viewed as an intra-imperial medium of transportation, must give way, on economic grounds, to the airship.

It is becoming clear, too, that the airship has other advantages over the aeroplane along imperial airways. The British Empire has its roots in every continent. Thousands of miles of sea or alien land separate the dominions from each other or from the British Isles. The distances are so great that an aeroplane holds little hope of ever being able to span them in a straightaway flight. The operation of aeroplanes over these long distances has to depend fundamentally, therefore, on a series of airports situated on alien soil. In time of peace the objections to the aeroplane would not be so strong, but in time of war, even if the empire were not directly involved, there would always be the danger of a threat to imperial air routes, which would, moreover, be impossible to defend. With the airship it is different, for it can span the distances intervening between all parts of the empire in a single continuous flight.

Bigger Aircraft.

Bigger and more efficient aeroplanes will come, as has been suggested, but it is a safe assumption that bigger and more efficient airships will also come and that these will be the real argosies of the air. And safety of operation is another factor that now appears to endow the airship with superiority.

If it is stated purely for the sake of illustration that an aeroplane wil some time in the near future be able to carry five tons of mail and fifty passengers at 150 miles an hour, it will be extremely unlikely that a flight from England to Australia will ever be completed in an average for elapsed time of more than 100 miles an hour. The reasons are that refuelling and the change of planes, owing to parts of the route lying over water, together with the formalities to be complied with at various foreign airports, will consume much of the time that the prospect of faster aeroplanes offers.

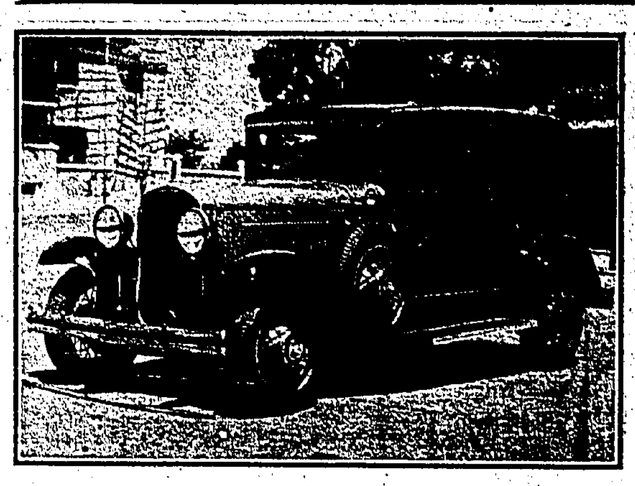
On the other hand, the R-100 was constructed to carry ten tons of freight and 100 persons, excluding crew and supplies. It might not be far from accurate, though prophecy is dangerous, to suggest that lighter-than-air leviathans may eventually be able to carry fifty tons of freight and 250 passengers at a cruising speed of 100 miles an hour, and always be able to alight on British territory.

If that estimate be admitted it means that thirty planes would be necessary to do the work of one dirigible airship over the imperial air way to Australia, unless changes of planes are found subsequently to be unnecessary.

When Australia is brought within five days of England, instead of six weeks; when Cape Town can be reached from London in less than three days, instead of two weeks; when Bombay is no more than two days away from England, instead of two weeks, and when Canada can be reached perhaps in thirty-six hours, instead of six days—then the importances of Britain's imperial airways will be brought home to every one in the empire—to a quarter of the world's population in a quarter of the world's area.

Such a speeding of travel can hardly fail to have the effect of binding the empire closer in something stronger than sentimental ties, for by aeroplane and airship its most inaccessible parts will become accessible and distances will lose their present meaning. That is the significance of the serial pioneering that is now being done in the name of the British Empire.

ONE OF THE NEW MARQUETTE MODELS.



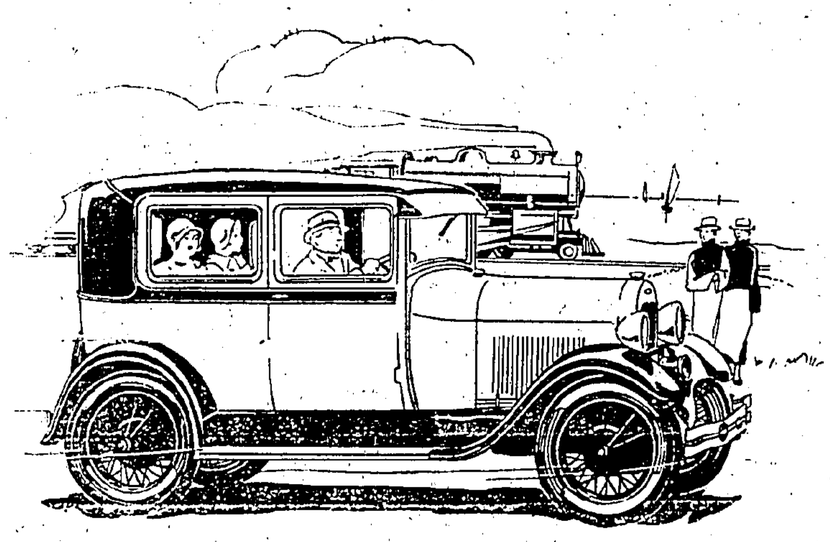
The Marquette car, built by Buick, has become a firm favourite in Hongkong. The above picture shows one of the latest models recently received by the Dragon Motor Car Co., Ltd.

MOTORCYCLES INCREASE.

Motorcycle registration throughout the world showed an increase of about 16 per cent. during 1929, the total being 2,625,200 as compared with 2,264,298 in 1928.

ONLY ONE TAG.

Motorists in Florida, Alabama, Kansas, Louisiana, Mississippi and Oklahoma are required to carry only one automobile license tag on their cars.



You won't fear traffic

when you drive the New Ford.

The New Ford is an exceptionally alert and capable car and is unusually easy to handle in traffic.

Reasons for this are the new three-quarter irreversible steering gear, the safety of the fully enclosed six-brake system, remarkable acceleration, ease of shifting gears, unusual vision front, side and rear, and the unique transverse springs which help to give the New Ford such a short turning radius.

The New Ford is one of the easiest riding cars on the road because of its low centre of gravity, minimum unsprung weight, four Houdaille hydraulic two-way shock absorbers and the unique construction of its transverse springs.

Furthermore, you are as comfortable in mind as in body when you drive the New Ford. You have confidence in the performance of the car because you know something of the quality that has been built into it.

Remember these two points when you select a car—comfort in mind . . . comfort in body. They are combined to an uncommon degree in the New Ford.

The New Ford is a speedy car—no doubt of that. It will do 55 to 65 miles an hour, and that is fast enough for any one. You won't need this speed very often, but it's good to know it's there.

It is a good car to own and drive because of its low up-keep cost. It has been built to endure — to stand up under thousands of miles of steady running over all kinds of roads.

A thirty minute demonstration will convince you that there is nothing quite like it anywhere in design, quality and price.

Although the registration of new automobiles in the United States up to June 1st. of this year decreased 21.3 per cent. compared with the corresponding period of last year, the listing of new Ford passenger cars increased 3.1 per cent.

Ford

THE NEW FORD

TUDOR SEDAN

is a great car for the family at an unusually low price. Distinguished by its fine coachwork, beautiful colours and low fleet lines. New military-type sun visor and crown roof. Narrow pillars and new door construction give unusual vision. Both front seats fold forward giving easy access to rear seat. Generous room for five passengers. Ample space between front and rear seats. Deep cushions, rich, long-wearing upholstery. Full-nickeled hardware.

ALL STEEL BODIES NOT AFFECTED BY CLIMATIC CONDITIONS

Every purchaser of a new Ford is entitled to three free service inspections . . . . . at 500, 1,000 and 1,500 miles.

This includes a checkup of the battery generator charging rate, distributor, carburetor adjustment, lights, brakes, shock absorbers, tire inflation and steering gear. The engine oil is also changed and the chassis lubricated. A checkup of wheel alignment and spring shackles is included as part of the 1,500 miles inspection. Everything is free except the cost of new oil.

Then, later, for a small charge, you can have all the above checked periodically, and our dealer will tell you exactly what the car needs to be kept in the best possible condition.

"An ounce of prevention is worth a pound of cure."

Inquire for full particulars from:

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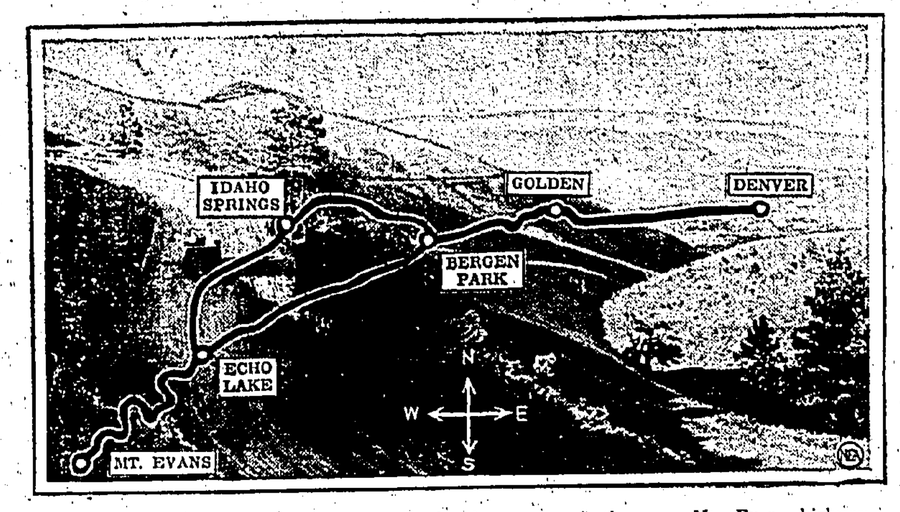
WORLD'S HIGHEST MOTOR ROAD.



Chimney Gulch may be viewed from one of the sharp turns on the new Mt. Evans highway. Map shows the new road from Denver.

Denver, Colo., Aug. 24th.—The highest automobile road in the world is nearing completion in Colorado.

Twisting, turning, looping and winding this new highway to the summit of Mount Evans—14,260 feet above sea level—is expected to be ready for motor travel early this fall.

The Colorado State Highway Department is at work on the last mile of the road, thus bringing within sight the end of a gigantic road building task started 10 years ago.

Until the new Mount Evans road is open, the highest highway is that up Pike's Peak, 14,110 feet high, near Colorado Springs.

The Mount Evans highway is a continuation of the Denver Mountain Parks system.

Two Miles Above Denver.

The new road ascends two miles above Denver in a continuous series of curves, loops and hairpin turns through some of the most picturesque scenes and most interesting sites in the Rocky Mountains.

Its total length is 66 miles and its end is in a saddle just below the mass of granite blocks which top the summit of the peak, named in honor of John Evans, second territorial governor of Colorado.

The drive to the mountain maintains an average width of 20 feet and has a maximum grade of six per cent.

From Denver, the motorist drives west to Golden, Colo., site of the Colorado School of Mines and one of the state's early mining towns.

The ascent begins a short distance outside Golden, up the famous Lariat Trail on Lookout Mountain. From this highway, one enjoys alternating views of mountain peaks, rocks gorges and the great plains to the east.

Past Buffalo Bill's Grave.

On the summit of Lookout Mountain, Colonel William F. (Buffalo Bill) Cody and Mrs. Cody are buried. Near the grave is the Cody Memorial Museum, a rustic lodge filled with personal relics of the noted scout.

The last 25 miles of the drive are made continuously above 10,000 feet in elevation.

From the top of Mount Evans, one can gaze 1,600 feet down to the surface of Summit Lake, said to be the only municipal park in the country located above timberline. Four and five-pound trout are caught in Summit Lake.

The highway already is open to this lake.

Other Way Back.

The return trip may turn off at Echo Lake Mountain Park for a variation of scenery and historic interest.

This road descends Chicago Creek to Idaho Springs, where the first important gold discovery in Colorado was made.

Smooth as a billiard table, the new road constructed here is wide enough to permit four cars to travel on it abreast.

From Idaho Springs, the motorist descends to Bergen Park with a choice there of roads back to Denver. The entire circle may be completed easily in one day.

Altitude Delays Work.

Work on the last few miles has been slow and hard. Because of the high altitude, the workmen were forced by the rarified atmosphere to labour slowly.

Huge quantities of rock were moved to make room for the road. Much blasting was necessary to tear through the solid granite formations of the mountainside.

Early fall snow has cut short the working season and made it impossible to push the highway on during the winter. Often the "open" season on Mount Evans is as short as 60 days a year—about 10 of which are clear.

NATIONAL SAFETY.

Decisions of Highway Conference.

DANGEROUS ACTS.

A committee of the National Conference on Street and Highway Safety, which was organized in 1924 by President Hoover, then secretary of commerce, lays its hands upon the most pronounced causes of traffic accidents—and all of them point to one effective remedy, that of education.

Violation of the right of way, this committee reports, is to blame for a great part of the life and injury toll. So is jay-walking. So is driving on the wrong side of the road, excessive speed and lack of attention to the particular vagaries of the highway. All these, it is agreed, might be avoided by proper regulation.

But the best way to avoid them, it is also agreed, is by proper education not only of the motorist and the pedestrian, but training of the child in his school years so that he will grow up with a proper sense of safety and caution in walking and driving. That training should not be left altogether to the teacher or to specialists employed in their development of the child.

That, of course, presupposes the proper sort of training or traffic attitude on the part of the parents, display of this training in their driving habits and constant guard against the least infractions, particularly when the children are around. It means, fundamentally, education not only of the children, but of all of us to the point of driving carefully, considerately, safely at all times and under all conditions.

It means starting with the older folks and setting good examples for the next generation's motorists.

TRUCKS BIG FARM AID.

According to a survey taken by Brice Edwards, U.S. Department of Agriculture marketing specialist, the use of motor trucks in marketing fruit and vegetables in 21 counties of western New York increased more than 150 per cent. in the past five years.

MOTOR CAR INSURANCE

PROTECT
YOUR CAR
AND
YOUR LIABILITY TO THE PUBLIC
BY A POLICY WITH
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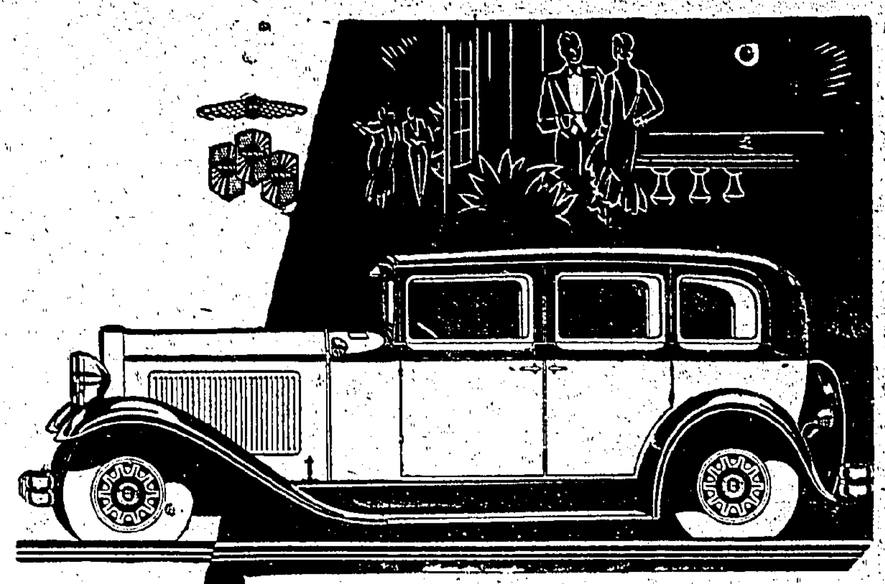

THE IDEAL FAMILY CAR

FOR formal or for family use what could be more desirable than one of the new luxurious 1930 Nash "400" Twin-Ignition Sedans?

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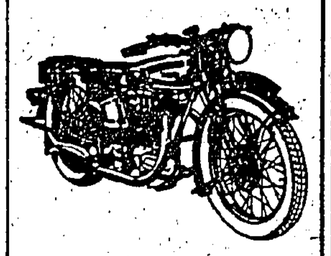

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THE VOLUNTEERS.

CORPS ORDERS FOR THE COMING WEEK.

The following Orders have been issued by Major H. B. L. Dowbiggin, Commandant, Hongkong Volunteer Defence Corps.

1. Parades.

(a) Corps Band.—(1) The Band will parade as strong as possible on Saturday, 4th. October on the Kowloon Cricket Club ground at 2.30 p.m.
Dress: Khaki drill (slacks, cross belts, pouches and topees).
(2) Next Band practice will be held on Monday, 6th October at 5.30 p.m.

(b) Battery.—There will be a parade at Headquarters at 5.30 p.m., sharp, on Thursday, October 9th. for gun drill and Signalling with the exception of the following who will parade at Gun Club Hill Barracks at 5.30 p.m. on same date.
Gnr. A. S. Bliss
Gnr. J. Lamond
Gnr. A. Laughton
Gnr. W. C. Low.

(c) Engineer Company.—(1) Monday, October 6th. Miniature Range Shoot, 5.30 p.m.
(2) Friday, October 10th. All members proceeding to camp at Lyemun will parade at Queen's Pier at 6 p.m.
Dress: Tunics, slacks, black boots and helmets.
Rifles and bayonets will be carried, and belt, braces and haversack will be worn.
(3) Members are reminded to have the new flash sewn on their Topees.
(4) The detachment will return on Sunday night, October 12th. arriving in Hongkong at about 10 p.m.
(5) Field service caps will be carried slung by chin strap on haversack. Extra baggage must be at Headquarters by 12 noon on Friday.
(6) Regular training in D. L. will be resumed at the Instruction Shed, Wellington Barracks, in November.

(d) Corps Signals.—(1) Parade for Signal Instruction at Corps Headquarters at 5.30 p.m. on Tuesday, 7th. October.
(2) Parade for Wireless Instruction at Whitfield Barracks, Kowloon, at 5.30 p.m. on Thursday, 9th. October. Dress: Mufti.

(e) Machine Gun Troop.—(1) Parade. Thursday, 9th. October.
Those detailed will parade at Headquarters at 5.30 p.m. and proceed to Kennedy Road Range to fire Part I M.G. Course.
(2) Remainder of M.G. Class parade at Headquarters at 5.30 p.m.
(3) Riding School class parade at Troop Riding School, Causeway Bay at 5.30 p.m.

(f) Armoured Car Company.—(1) Car Section. Parade at Kowloon-Canton Railway Garage at 5.30 p.m. on Monday, 6th. October for driving instruction.
(2) Motor Cycle Section. Parade at Headquarters at 5.15 p.m., sharp, on Monday, 6th. Oct. for (a) Firing Part II Table 'T' at Kennedy Road Range and (b) Machine Gun Instruction.

(g) Machine Gun Company.—(1) The Company will parade at full strength in uniform—Drill order—at Headquarters at 5.45 p.m. on Tuesday, 7th. instant for Company Photograph and Kit Inspection, followed by Arms Drill and Company Drill.
(2) Musketry. There will be a Company Meeting at 9 a.m. at the Peak Range on Sunday, October 5th.
Musketry Part II. Those who have not yet fired this year will do so on Sunday, October 12th. at Stonecutters with the Armoured Car Company and Cycle Section. Launch leaves Queen's Pier at 9 a.m. and Kowloon Police Pier at 9.10 a.m. Uniform or mufti optional but belts, pouches and braces must be worn.

(h) Scottish Company.—(1) Parades Thursday, 9th. October, 1930 for Machine Gun Instruction.
No. 7 Platoon at Headquarters 5.30 p.m. under Captain H. R. Forsyth.
No. 6 Platoon at Kowloon Dock under Lieut. G. Duncan, M.B.E.
(2) Range. Machine Gun firing practice will be carried out on Peak Range on Sunday, 12th. October at 9 a.m. Dress mufti. For purpose of ammunition supply etc. those who can parade will please notify their platoon sergeants before Thursday, 9th. October, 1930.
(3) Hallow'een Dinner. It has been arranged to hold this function on Friday, 31st. October, 1930. Further particulars will be issued as soon as possible, and all members are asked to keep this date free.

(j) Portuguese Company. — (1) Parades. Owing to Friday, October 10th. being a publi.. holiday, there will be no parade on this date.
(2) The Company will parade on Friday, October 17th. as under:
No. 9 Platoon Headquarters L. G. Instruction.
No. 10 Platoon Headquarters L. G. Instruction.
No. 11 Platoon Kennedy Road Range L. G. Firing.
No. 12 Platoon Headquarters L. G. Instruction.
Recruits Miniature Range Musketry.
(3) Tactical Scheme. Officers and N.C.O's. will carry out a tactical Scheme in the New Territories on Sunday, October 12th.
(4) Rendezvous: Kowloon Railway Station at 6.25 a.m. sharp.
Dress: Mufti. Maps and Note Books will be taken. It is advisable that light refreshments should be taken. It is hoped to arrive back in Kowloon by 1 p.m. at the latest.

(5) Corps Athletic Sports. The Company Commander expects every one of the Company to attend the Corps Athletic Sports to be held on Saturday, October 4th. and to encourage the Company to a man.

2. Transfer.

No. 1552 Pte. H. C. Macnamara, Reserve Company, is transferred to Machine Gun Troop with effect from 22.9.30.

3. Promotion.

No. 1552 Tpr. H. C. Macnamara, Machine Gun Troop, to be Quartermaster Sergeant as from 3.10.30.

4. Reversion.

No. 1092 Cpl. T. Sedden, No. 2 Platoon, reverts to the ranks at his own request with effect from 29.9.30.

5. Strength.

The following have been taken on the strength and posted as under:

Unit No.	Rank Name	Unit	Date joined
1628	Pte. A. V. de Figueiredo	No. 12A Platoon	26.9.30
1629	" F. A. Fowler	No. 2 Pn.	30.9.30

6. Equipment Register. Signing Of.
With reference to Corps Order No. 29/30 dated 18.7.30 a certain number of Members have not yet signed the new Equipment Register; they will greatly assist in the smooth working of the 'Q' Branch of the Corps by signing this book as soon as possible.

7. Amendments.

With reference to Corps Order No. 39/30 dated 26.9.30 the following amendments are to be made:
1. Para: 3 for "No. 1293 Lance Cpl. J. D. Remedios" read "No. 462 Sgn. C. B. Easterbrook, Corps Signals."
2. Para: 5 For "Gnr. D. S. Robb" read "Pte. D. S. Robb."
3. Renumber para. "Struck off the Strength" to read 6 and renumber subsequent paras.
4. Last line delete "1419 Pte. E. Rosario, No. 12 Platoon, as from 26.9.30.
5. Para. 7 for "from 1.10.30 to 30.9.30" read "from 1.10.30 to 30.9.31."

8. Command.

Command-Armoured Car Company —Car Section.
Captain A. M. Thornhill will assume command of the Car Section, A. C. Company with effect 3rd inst.
Lieutenant C. Champkin will assume command of the Reserve Company with effect 3rd inst.
(Sgd.) W. H. G. GOATER, CAPTAIN, ADJUTANT, H. K. V. D. CORPS.

Notices.

Portuguese Republic.—The Company Commander is in receipt of an Invitation from the President and Members of the Club Lusitano to the Members of the Portuguese Company, H.K.V.D.C. to attend the Dance in commemoration of the 20th anniversary of the Portuguese Republic, to be held at the Club Lusitano on Saturday, October 4, 1930 at 9 p.m.
Sergeants' Mess Meeting.—A Meeting of the Sergeants' Mess will be held on Thursday, October 16, 1930, at 6 p.m., sharp. A full attendance is requested.
Corps Christmas Cards.—These will shortly be available. The price will be 50 cents each or $5 per dozen.

TWO LADIES SHOT BY "REDS."

MISSES HARRISON AND NETTLETON KILLED.

Foochow, Oct. 3.

A report has been received from Kienyanghsien, at the head of the Minkiang River in North Fukien, that Miss Eleanor Harrison and Miss Edith Nettleton, the C. M. S. lady missionaries, have been shot.

Mr. A. J. Martin, British Consul at Foochow, is on his return, after unsuccessful negotiations for their release at Kienning.—*Reuter.*

[Misses Harrison and Nettleton were carried off by a Communist band on July 4 when they were travelling between Changan and Kienning. It was said they had been seized to look after the sick. A ransom of $100,000 was demanded for their release.

On July 19, Mr. Martin and Mr. John J. Muccio, U. S. Consul at Hongkong, left to rescue them, and with every assistance from Lu Hsing-pang, rebel leader, succeeded in releasing 44 English and American missionaries, but not the two women they sought.

One of Miss Nettleton's fingers was sent to a Chinese clergyman on August 5, demanding ransom, which had then been decreased to $50,000. The Church Missionary Society ordered the money to be paid and negotiations for their release were proceeding in Peking. Troops sent by Lu Hsing-pang, on September 3, failed to effect a rescue.]

A SHANGHAI SILK TRADE CRISIS.

FILATTURES CLOSE DOWN WHOLESALE.

Shanghai, Oct. 3.

A total of 89 out of 106 silk filatures in Shanghai have closed down, allegedly owing to a shortage of cocoons, and as a protest against official inspection of spun silk.

Thirty thousand operatives are affected.—*Reuter.*

SALVAGE WORK ON "EGYPT."

It was announced yesterday that the British Foreign Office has received the contents of the diplomatic bag found in the Captain's safe of the s.s. Egypt which foundered in the Bay of Biscay in 1922. The above picture shows three of the divers engaged in the salvage operations using the Captain's safe as a table, with a model of the sunken liner. (*Times* copyright).

CINEMA NOTES.

"REDEMPTION" A FINE TALKING HIT.

"Redemption", John Gilbert's latest all-talking starring vehicle of the screen, now showing at the Queen's Theatre, is one of the strangest feats in character delineation Gilbert has ever essayed. He has taken a psychopathic study, has portrayed a madman, and made of him one of the most appealing and most forcibly dramatic characters the screen has seen in some time.

The new Metro-Goldwyn-Mayer picture is a tale of Russia, based upon a narrative by Tolstoi. It was recently seen on the stage as an Arthur Hopkins production. Hopkins adapted the stage play from Tolstoi's "The Living Corpse", and Dorothy Farnum, in turn, adapted this to the present screen vehicle.

"Redemption" deals with the pull of heredity upon the human soul. Gilbert is seen as a young officer in the Russia of the Czar, torn between love for his wife and the strange call of gypsy blood inherited from his ancestors.

As the romantic lover of the first part of the play, as the victim of the strange course of his heredity and finally as the stunned derelict. Gilbert's threefold performance is a convincing piece of acting—one of the finest the star of "The Big Parade" has ever given the screen.

"Street Girl."

A spirited and tuneful drama that clearly shows the possibilities of the new-form musical film entertainment is the Radio Picture "Street Girl," which is now showing at the Central Theatre. The picture is distinctive in that the movement of the story and the musical sequences are naturally dependent and correlated.

Betty Compson, who has reached new heights through the medium of talking pictures, heads the cast of well-known players. This talented star possesses a rich, sweet voice and a wealth of dramatic power. Her role in "Street Girl" is regarded as the greatest characterization of her career.

Miss Compson is seen as a girl of the streets who obtains employment as a violin player and entertainer in a small Hungarian cafe in New York's East Side. The ability of the little group of musicians with whom she works is finally recognized after an unpromising start. Success obtains for them a night club of their own after a series of disheartening experiences. Miss Compson is well qualified to play this particular part, for she started her professional career as a violinist on a western vaudeville circuit.

"Paramount On Parade."

It's not necessary to wait for a special invitation to attend the biggest party of the year. Everybody's invited to "Paramount on Parade" at the Central Theatre next week. All the stars and featured players who have won renown in Paramount pictures will be there to entertain, each doing the things everybody likes best to see.

More than thirty-five Paramount big-names are on the entertainment roster. Richard Arlen, Jean Arthur, William Austin, George Bancroft, Clara Bow, Evelyn Brent, Mary Brian, Clive Brook, Virginia Bruce, Nancy Carroll, Ruth Chatterton, Maurice Chevalier, Gary Cooper, Leon Errol, Stuart Erwin, Kay Francis, Sketts Callagher, Harry Green, Mitzi Green, James Hall, Phillips Homes, Helen Kane, Dennis King, Abe Lyman and his band, Fredric March, Nino Martini, Mitzi Mayfair, David Newell, Jack Oakie, Varner Oland, Zelma O'Neal, Eugene Pallette, Joan Peers, William Powell, Charles (Buddy) Rogers, Lillian Roth, Stanley Smith and Fay Wray are some of the luminaries.

Eighteen starring interludes, with chorus and show girl beauties, and gorgeous music contribute to the gayety. Many of the scenes are presented in Technicolour, and there are hundreds of spectacular setting effects. Comedy, drama, singing, dancing, talking, love-making are all brought together in one great festival of enjoyment. Everybody's invited to the party. Tickets at the Central Theatre.

"The Air Circus."

David Rollins spent the busiest day of his three months on "The Air Circus," Howard Hawks' and Lew Seiler's Fox Films production, on the final lap of this epic of the air.

David Butler, the Fox director who gave Rollins his first big start in pictures, had the youth cast in his production of "Prep and Pep," filmed at Culver Military Academy in Indiana, and was anxious for Rollins to start.

However, cloudy weather held up production on the air picture and Butler had to leave for the cast without Rollins. It was expected that Rollins would have to take a plane to get to the Butler unit as soon as he finished, but bright sun for two days and concentration on scenes in which Rollins appeared cleaned up his part in "The Air Circus" at 5 o'clock in the afternoon, and 6 p.m. Rollins was on the Sante Fe Chief headed or Hoosierdom to take up his next role.

In the cast with Rollins are Sun Carol, Arthur Lake, Charles Delaney, Heinie Conklin, Jane Keeyley, Cleve Moore, Summer Getchell, Henry Okawa and Aggie Herring.

"The Air Circus" comes to the Queen's Theatre on Tuesday and has as its theme the interest of young America in commercial aviation, motivated by the daring of Colonel Lindbergh.

MRS. VICTOR BRUCE.

TAKES OFF FROM KONIA FOR ALEPPO.

Angora, Oct. 3.

The Hon. Mrs. Victor Bruce, who is flying from London to Japan in a single seater Blackburn-Bluebird aeroplane, has left Konia for Aleppo.—*Reuter.*

[Mrs. Victor Bruce, the well known British motorist, who recently learned to fly, left Heston aerodrome at 7.10 a.m. on September 25. It is understood that she will try to break Miss Amy Johnson's record in her England to India flight.]

Entries for the Meeting to be held on October 19th by the Fan Ling Hunt and Race Club close at noon on Tuesday, October 7th. These should be sent to Messrs. Thomson & Co., York Building.

LOCAL RADIO.

DANCE PROGRAMME FOR TO-NIGHT.

To-day's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:
12.45-1.15 p.m. Mr. G. Longyear will give an Organ Recital:
Tannhauser—Wagner.
Offertoire—Petrali.
Angelus—Massenet.
Berceuse—Grassi.
Vesper—Meale.
2.00 p.m. Close down.
7.00 p.m. European programme of Victor records selected and supplied by Messrs. Tsang Fook.
Selections from Mefistofele (Bolto). Creatore's Band. 35971.
The Herd Girl's Sunday.
Three Norwegian Melodies.
Lawrence Munson-Organist. 35885.
Cancion Andaluza (Manuel de Falla).
La Zagalina (Tabuyo).
Marguerite D'Alvarez-Mezzo Soprano. 1139.
Rustic Wedding Symphony-Serenade (Goldmark).
Victor Concert Orchestra. 35988.
I Hear a Thrush At Eve.
At Dawning.
John McCormack-Tenor. 742.
Orpheus Ballet.
Minuet from Serenade (Brahms).
Detroit Symphony Orchestra. 6834.
Vidalita (Williams).
La Lucciole.
Toti Dal Monte-Soprano. 1202.
Prelude in D Flat (Chopin).
Prelude in A Flat Major (Chopin).
Ignace Paderewski-Pianist. 6847.
Chloe (Song of the Swamp).
Ah, Sweet Mystery of Life.
Waring's Concert Orchestra. 35921.
Staccato-Caprice.
Hungarian Rhapsody. (Liszt).
Yolando Mero-Piano Solo. 1155.
Beggar Student-Medley 1.
Marek Weber and His Orch. 68905.
Minstrel Show of 1929.
Victor Minstrels. 35961.
Gems from "Follow Thru."
Gems from "Hold Everything."
Victor Light Opera Group. 35980.
9.00 p.m. Weather report, Local Time and Press News.
9.05 p.m. Dance programme.
Extra. Waltz.
"Blue Danube."
"Southern Roses."
1. Foxtrot.
"Katinka."
"Hard to get Gertie."
2. Foxtrot.
"After the Clouds roll By."
"How am I to Know."
3. Blues.
"Too Wonderful for Words."
"Steppin' Along."
4. Waltz.
"Three O'Clock in the Morning."
"Aloha Oe."
5. Foxtrot.
"With You."
"There's Danger in your Eyes Cherie."
6. Foxtrot.
"Puttin' On The Ritz."
"Singing a Vagabond Song."
7. Foxtrot.
"What is this thing called Love."
"She's such a comfort to me."
8. Waltz.
"That old Sweetheart of Mine."
"If I Lost You."
9. Foxtrot.
"Turn on the Heat."
"Georgia Pines."
10.30 p.m.
10. Foxtrot.
"Here comes Emily Brown."
"Havin' You round is Heaven."
11. Waltz.
"Gold and Silver."
"Emperor."
12. Foxtrot.
"Violet."
"Betty Co-Ed."
13. Foxtrot.
"Dixiana."
"Mr. and Mrs. Sippi."
14. Foxtrot.
"So Beats my Heart for You."
"Without Love."
15. Waltz.
"Evangeline."
Extras.
"Can't we be friends."
11.30 p.m. Close down.

During 1929 the revenue collected from the public markets of the Colony amounted to $291,191.50 as compared with $239,177.30 in 1928 and with $233,206.80 in 1927. The greatest amount of revenue was derived from the Central Market, the sum gathered being $75,656, the Western Market (South Block) returned $40,530.60 and the North Block $32,078.20. Yaumati returned $28,347.60, Sai Ying Pun $20,787.20, Mong Kok Tsui $16,175 and Kun Chung $14,040.60.

The health bulletin of Eastern Ports for the week ending September 27 shows the following cases of infectious disease and deaths therefrom: Plague, Alexandria 2 cases 3 deaths, Baghdad 1 case 1 death, Bombay 1 case, Rangoon 2 cases 2 deaths, Colombo 1 case 1 death and Pnom-Penh 1 case. Cholera, Bombay 1 case 1 death, Calcutta 4 cases 3 deaths, Manila 2 cases, Pnom-Penh 1 death, Saigon 1 case and Shanghai 23 cases 2 deaths. Small-pox, Calcutta 3 cases 3 deaths, Madras 4 cases 1 death, Negapatam 4 cases 2 deaths and Penang 1 case.

Rich Americans are negotiating for the purchase of the old paving stones in the main courtyard of Buckingham Palace. The stones are being replaced by modern artificial stone. Mr. A. C. Ruddock, a member of the firm of contractors doing the work, stated that if the negotiations are successful the stone will be shipped within two months. The work had to be completed before the Court returned on September 27. "The stones have been there since the Palace was built," he said. "They are hardly worn but it was felt that York stone would not be in keeping with the reconstruction."

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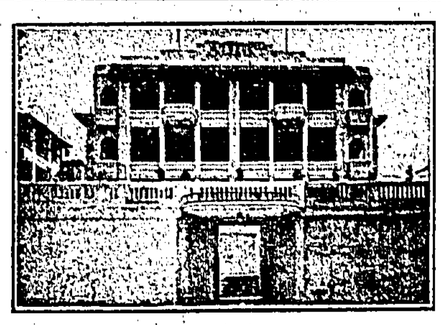

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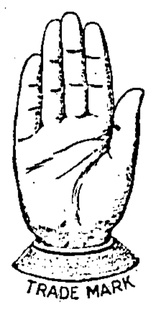

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EIGHTH EXTRA RACE MEETING.

FULL LIST OF OFFICIAL HANDICAPS.

The following are the entries and weights of the handicap events for the Eighth Extra Race Meeting to be held on October 10 and 11:

Kwangtung Handicap "A" Class (1 Mile).—Mike (140 lbs.), Black Beauty (140), Windsor Stag (148), Winsome Stag (140), Zorhan (166), Crown Prince (151), Pickle (140), Piccalilli (140), Royal Flush (156), Nationalist II (140), Pride of Tsingtao (156), Duke of Chantilly (140).

Kwangtung Handicap "B" Class (1 Mile).—Fifty Fifty (150 lbs.), Christmas Frolic (156), Marquis Hall (140), Four Clubs (152), Silver Queen (147), Little Thunder (148), The Goods (143), Monterey Bay (140), Orlando (140), Imperial Hall (145), Younger Pretender (160), Carnival Eve (146), One Third (140), Chesapeake Bay (166), Peppercorn (156), November (140), Misty Eve (140), New Year's Eve (150), Our Prince (140), Chivalrous (155), King's Counsel (140), The Tiger (154), San Francisco (166), Christmas Chimes (146), King's Colour (161), Ma Kau Siac (156), O-Moon (166), Diana (140), City Hall (140), Discord (168).

Kwangtung Handicap "C" Class (1 Mile).—Monk (156 lbs.), Mount Elburz (149), Sonny Boy (166), Peter Guerney (148), Shanghai Beau (151), Osiris (153), Shiny Pear (144), Thracian (153), The Partridge (157), Piccy (155), Empress Hall (140), Huntington (140), Town Hall (140), Gay Caballero (140), Bridge Hall (166), The Ape (155), Grey Dawn (140), Tonbridge (152), Tango (159), Iron Blood (152), Duke of Normandy II (140), Blue Boy (140), Serenade (152), Cream Cracker (148), Done Again (155), Christmas Belle (148), Blue Heaven (150).

Kwangtung Handicap "D" Class (1 Mile).—Ploughman (153 lbs.), Duke of Milan (156), Noukhail (154), Andantino (156), As You Like It (157), Movanagher (160), Pumpkin (150), Sunloch (159), Teuchit (152), Pagoda (153), Grenadier (157), White Star (151), Happy Day (148), Martini Cocktail (143), Mountain Oak (140), Siamese Shop (140), Sixty (140), Amusement Tax (161), Billiards (165), Dunce (166), Fanling Stag (154), Glory (155), Sunning (155), Arabian Sea (140), King Throstle (140), Kirribilli (146).

Kwangsi Handicap "A" Class (One and a Quarter Miles).—Chesapeake Bay (144 lbs.), Peppercorn (140), Chivalrous (140), Windsor Stag (166), Crown Prince (161), Pickle (153), Piccalilli (148), The Tiger (140), Four Clubs (140), King's Colour (144), Fifty Fifty (140), O-Moon (144), Duke of Chantilly (152), Discord (140).

Kwangsi Handicap "B" Class (One and a Quarter Miles).—Imperial Hall (161 lbs.), Carnival Eve (162), Monterey Bay (156), Empress Hall (140), Little Thunder (164), November (156), Misty Eve (156), New Year's Eve (166), Our Prince (156), Marquis Hall (156), Shanghai Beau (149), King's Counsel (156), Town Hall (140), The Goods (159), Christmas Belle (146), Christmas Chimes (162), Huntington (140), Peter Guerney (146), Tonbridge (150), Piccy (153), Orlando (156), Blue Boy (140), City Hall (156).

October Handicap (One and a Quarter Miles).—Carnival Eve (140), Chesapeake Bay (140), Peppercorn (140), President Hall (160), Black Beauty (140), Zorhan (166), Windsor Stag (148), The Tiger (140), Town Hall (140), Nationalist II (140), Pride of Tsingtao (156), O-Moon (140).

Fukien Plate (Once Round, about 7 furlongs 55 yds.).—Mike (161 lbs.), Christmas Frolic (159); Marquis Hall (158), King's Counsel (159), Four Clubs (158), Huntington (155), Duke of Chantilly (171), Mount Elburz (157), Diana (158), Teuchit (152), Cream Cracker (157), Gay Caballero (161).

SECOND DAY, OCT. 11.

Hunch Stakes (One Mile).—Fanling Stag (158 lbs.), Young Pretender (163), One Third (159), Blue Heaven (162), Monterey Bay (165), Chesapeake Bay (170), Empress Hall (164), Pumpkin (158), Shiny Pearl (156), Peppercorn (163), Misty Eve (164), Amusement Tax (155), Winsome Stag (165), King's Counsel (162), Town Hall (163), The Goods (169), Christmas Belle (163), San Francisco (165), Huntington (158), Ma Kau Siac (165), Duke of Milan (158), Diana (158), City Hall (158), Gay Caballero (163).

Double Tenth Plate (Five Furlongs).—Young Pretender (155 lbs.), Chesapeake Bay (158), Christmas Frolic (158), Misty Eve (158), Our Prince (158), Black Beauty (161), Zorhan (161), Windsor Stag (161), Winsome Stag (158), Crown Prince (161), Pickle (158), Piccalilli (158), Royal Flush (155), San Francisco (158), Pride of Tsingtao (161), Nationalist II (158), O-Moon (158), Duke of Chantilly (158), Diana (158), Discord (158).

Chekiang Stakes (Once Round, about 7 furlongs 55).—Imperial Hall (169 lbs.), Fanling Stag (158), Glory (152), Young Pretender (163), Blue Heaven (162), Monterey Bay (165), The Partridge (158), Grenadier (157), Chesapeake Bay (170), Empress Hall (164), As You Like It (162), Pumpkin (158), Peppercorn (163), November (159), Misty Eve (164), New Year's Eve (157), Our Prince (159), Marquis Hall (164), Winsome Stag (165), King's Counsel (162), The Tiger (165), The Goods (169), Christmas Belle (163), San Francisco (166), Huntington (158), Ma Kau Siac (165), Duke of Milan (158), Mount Elburz (159), Diana (158), Blue Boy (165), City Hall (158), Gay Caballero (163), Cream Cracker (158).

Handicaps for the second day of this Meeting will be published by 9 a.m. on Saturday, 11th October, 1930.

A list of Ambulance Stations and their respective telephone numbers is published in this issue by the Hon. The Inspector General of Police.

GARRISON FOOTBALL RESULTS.

INTERESTING FEATURES OF THIS WEEK'S GAMES.

Two of the games arranged for this week were postponed, "C" Company S.L.I., and the R.E. not playing their match at Sookunpoo on Tuesday, and "C" Company, S.L.I. and "B" Company of the Argylls failing to meet at Happy Valley on Wednesday.

However, several good matches have been witnessed, and the results begin to indicate the teams likely to be near the top of the league table at the end of the Competition.

Monday's matches resulted in a win for "A" Company, S.L.I., over "C" Company of the same regiment, by four goals to one, at Happy Valley. The R.A.S.C. team, having only nine men,—lost to "B" Company of the Argylls at Sookunpoo by the large margin of eight goals to nil: and "A" Company of the Argylls had little difficulty in disposing of the R. Signals at Chatham Road by six goals to one.

On Tuesday, the Headquarter Company of the Argylls did well to prevent last year's League winners, 31st. Battery, R. A., from scoring at Chatham Road, though the Gunners' goal remained intact.

On Thursday the R.A.O.C. lost to 20th. Battery, R.A., at Sookunpoo by the odd goal in three: "B" Company, S.L.I., won from "D" Company of the Argylls by three goals to one: and "A" Company, S.L.I., defeated the R.A.M.C. team by four goals to one at Happy Valley.

Yesterday, at Sookunpoo, H.Q. Company, S.L.I. scored a runaway win against the R.A.S.C., winning by nine goals to nil.

Forthcoming Games.

Nine games should be played next week, the fixtures being as follows:

Monday.—R.A.M.C. v "B" Coy., Argylls at Sookunpoo R. Signals v "C" Coy. S.L.I. at Chatham Road.

Tuesday.—"A" Coy. S.L.I. v H.Q. Coy, S.L.I., at Sookunpoo 20th. Bty., R.A. v H.Q. Coy, Argylls, at Chatham Road.

Wednesday.—31 Bty., R.A. v R.A.O.C., at Chatham Road. 12 Bty., R.A. v "A" Coy., Argylls, at Happy Valley.

Thursday.—"B" Coy., S.L.I. v "D" Coy., S.L.I. at Happy Valley.

Friday.—R. Engineers v R.A.S.C. at Sookunpoo. "A" Coy., Argylls v H.Q. Coy., S.L.I., at Chatham Road.

Army Harbour Swim.

The Army harbour swim, from Kowloon Railway Pier to the V.R.C. baths, will be held on Wednesday, at four o'clock. Competitors are asked to be at the Railway Pier at 3.45 p.m. Considerable interest was taken in this event last year, and a good number of entries are expected for this year's race.

SERVICES TENNIS.

THE Y.M.C.A. TOURNAMENT CONCLUDING.

The semi-finals and final of the Y.M.C.A. Services Tennis Tournament will be played at the European Y.M.C.A., Kowloon, on Wednesday next, the 8th October, weather permitting, commencing at 3 p.m.

The ties are as follow:—Sergt.-Major Atkinson, R.E., v Sergt. McMarthy, S.L.I.

B.Q.M.S. Stephenson, R.A., v Corpl. Penny, R.C.O.S.

At the conclusion of play, the prizes will be presented by Mrs. D. J. Lewis.

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THE WORLD'S DRUG PROBLEMS.

EFFECTS OF TEA AND OF COFFEE DISCUSSED.

ALCOHOL CRAVING.

Professor Walter E. Dixon, F.R.S., in the course of his address at the ninety-eighth annual meeting of the British Medical Association taking place in Winnipeg recently said that addiction to drugs had recently assumed such world-wide dimensions that the problems connected with it required much investigation.

The advance of Science, the speaker stated, had limited the need for manual labour and substituted an indoor life for the natural outdoor life. These changes constituted some of the causes which led to neurosis, but another was the universal and regular consumption of caffeine, the commonest, though it might be the least harmful, of drug addictions.

Tea and coffee, the chief caffeine beverages, were consumed most largely by the English-speaking races. One good cup of tea usually contained more than a grain of caffeine, so that the average tea-drinker consumed five to eight grains of caffeine daily a not inconsiderable amount. The continual use of caffeine produced mental irritability and excitability, and sometimes dizziness and digestive troubles, while reflexes were always exaggerated. All these effects could be produced by six to seven grains daily.

Caffeine had been called an intellectual beverage because it was supposed to facilitate thought and association, but modern investigations showed that it had not quite the effect that had been taught. The inordinate use of caffeine for many years predisposed to mental irritability and instability, which were features of the neurotic person. Tea also occasionally produced an extreme degree of physical depression.

A Natural Craving.

Dr. Dixon then dealt with the effect of alcohol. Alcohol he said, differs from narcotics in general because it is widely distributed throughout nature in association with living cells. Under the influence of alcohol mental operations are shortened and reaction is quickened, mental associations, such as making words to rhyme, are facilitated, and the appreciation of differences in weight is enhanced. Under the influence of alcohol, the burdens, anxieties, and worries of modern indoor mental life may be forgotten. The desire for alcohol and tobacco should be regarded, at least partially, as a natural craving of those who take little physical exercise to attain artificial relaxation.

Alcoholism should be distinguished from drunkenness. The normal man after taking somewhat immoderately of alcohol becomes in certain respects abnormal; the alcoholic, on the other hand, takes alcohol because he needs it to become normal. He is a neurotic and alcohol relieves his condition. The alcoholic is the type of person who, if opportunity affords takes to drugs, and having once transferred his allegiance to the needle practically never returns to alcohol.

The normal increase in the tobacco habit in the last thirty years is not unassociated with the stress of modern life. The weed acts as a mild sedative to the central nervous system. Tobacco then may be helpful to all whose sensory threshold is abnormal.

The Drug Habit.

The drug habit Professor Dixon declared, is not a disease, but rather a sign of pre-existing mental condition. Were it a disease it should be readily curable, but everyone is agreed that this is not the case. The relatively more normal people are the easiest to cure. Some men take small doses of opium or morphine regularly all their lives without any apparent ill effect, but the neurotic type of patient is never satisfied and always wants to increase his allowance until he becomes a complete degenerate.

The addict prefers heroin to morphia. It intoxicates more deeply. The heroin habit is more easily contracted and less readily cured on account of the respiratory syncope which is apt to occur when the drug is stopped. In fact the heroin habit is the worst of all the drug vices known to man and the most difficult to cure.

As regards addiction to drugs, Professor Dixon stated, it is rare in Great Britain, and is not common in France except among artists, demi-mondaines, and the idle rich, but large quantities of narcotic drugs are manufactured in France and exported. In Germany addicts are increasing in number. Egypt has become the happy dumping ground for narcotics, and nearly 25 per cent. of those confined to prison are charged with drug offences. In the United States the Commissioner of the Treasury in 1921 estimated that there were at least one million addicts, but since then the number has steadily diminished.

Lord Sands passed sentence of five years' penal servitude at Edinburgh recently upon James Cumming Morgan (49), schoolmaster at Mosstowie School, Elgin, who pleaded guilty to nine charges of assaulting girls under his charge in the school. It was stated that Morgan, a Master of Arts of Edinburgh University, has had a distinguished scholastic carer. Lord Sands said the offences were almost unparalleled in that category of crime.

A SCOTTISH LEVY TYPE CRUSADES.

INTERESTING DISCOVERY IN ROME.

VATICAN ARCHIVES.

In the archives of the Vatican Library there has been found a Thirteenth Century supplement to Boiamund's Roll, which supplies the hitherto missing details of the taxation of Church benefices levied in the south of Scotland towards financing the Crusades.

The document consists of five parchment strips, and, although undated, it carries internal evidence that it was compiled about the year 1280. Bearing a notarial sign attesting the authority of the collection, the manuscript is noted as pertaining to the diocese of Glasgow, which in these days included the whole south-western area of Scotland, with the exception of Galloway.

The discovery was made by the Carneigie Research Scholar, Dr. Annie Maclaren, in conjunction with the prefect of the Vatican Secret Archives. The Roll is divided into the deaneries of Teviotdale, Annan, Nith, and its immediate interest is topographical, as it abounds in place names once prominent in Lowland county life, and now unrecognisable, although all the larger Border towns are there, with their contributions marked to their credit.

Annandale raised the largest amount with £224 16s. 8d. and Dosenes the least with £55 11s. 1d. Ancrum alone provided as much as £30 13s. 4d., but a church at a place called Penpunt gave nothing, pleading that its tithes belonged to Aberdeen.

The tabulation of this ancient record of Scotland's levy for the Cruades is almost as clear and fresh to-day as it was when compiled for Boiamund de Vicci, Rome's tax-gatherer some 650 years ago.

A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital forces that sustain the system. No matter what may be its causes (they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is increased vitality—vigour, vital strength and energy to throw off these morbid feelings, and as night succeeds the day this may be more certainly secured by a course of

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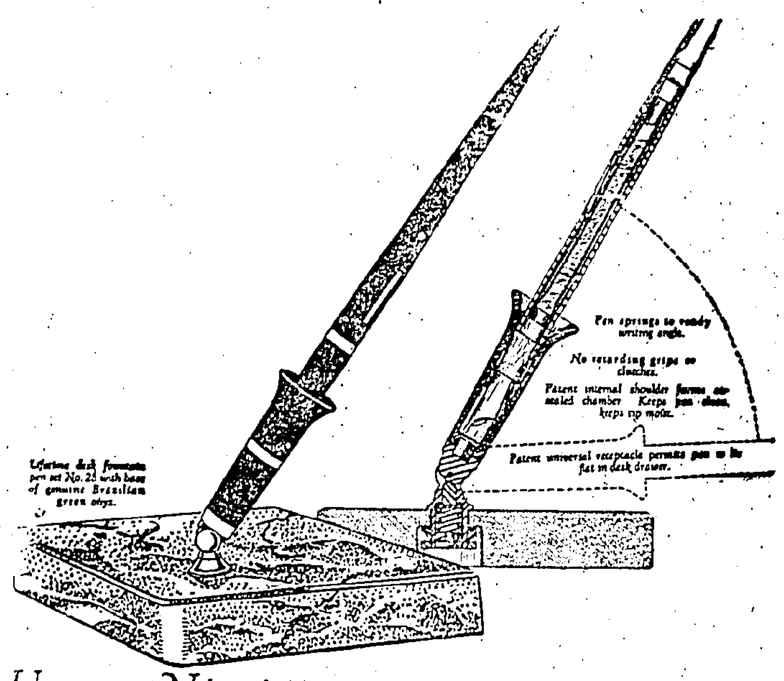

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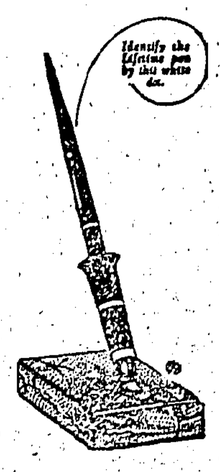

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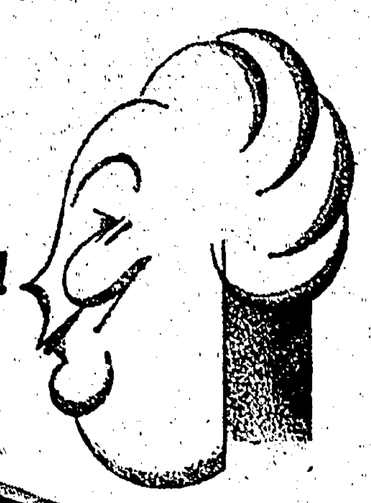

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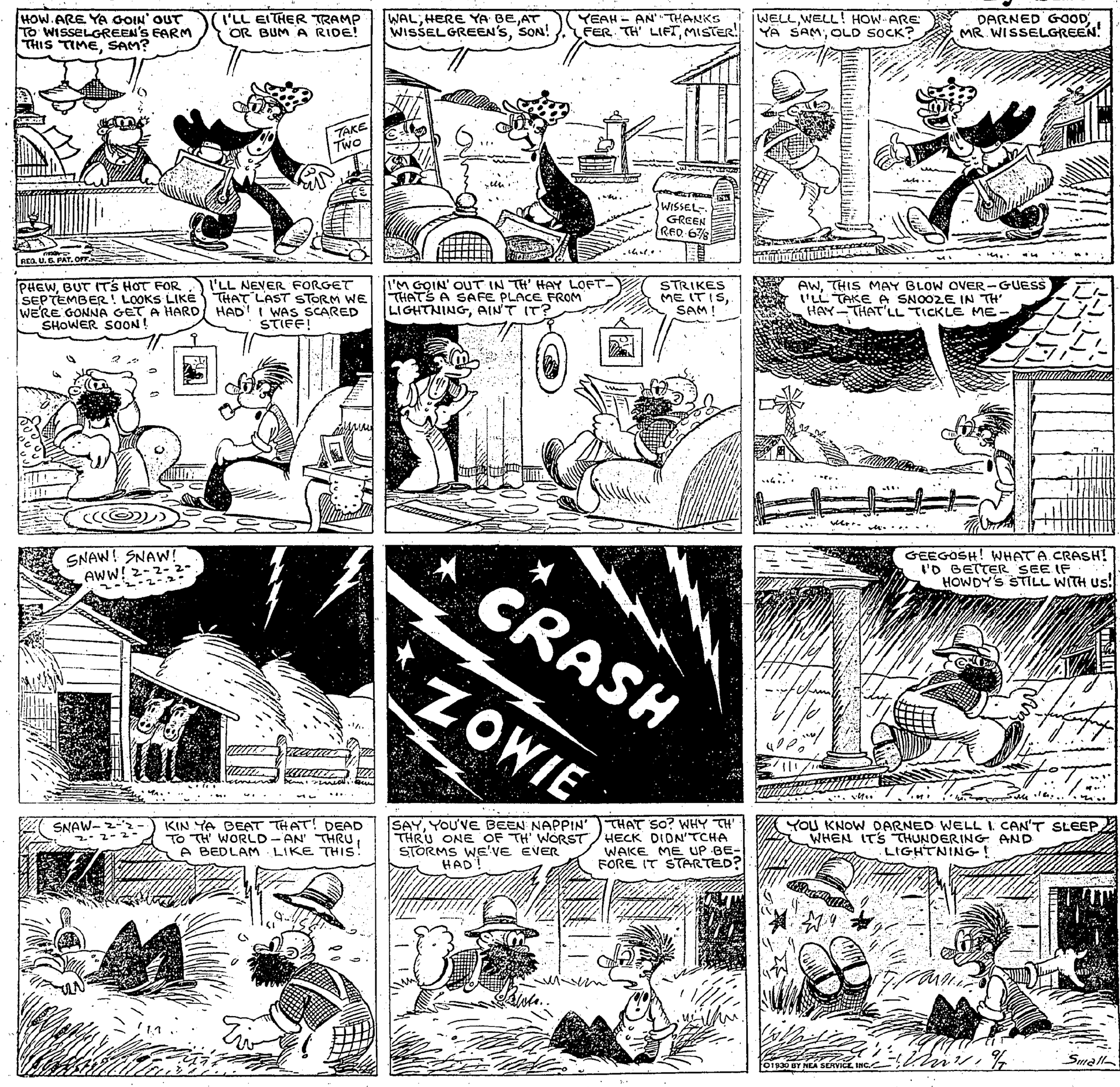

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THE HOLLYWOOD STORY—By Ernest Lynn.

CHAPTER XXVIII

Anne heard him drive up, and she opened the door for him.

"Paul's waiting in the car," he told her, "just in case—"

She nodded, only half hearing him. "Eva tried—tried to take poison," she said, and began to cry.

Dan's arm went around her. "Come now, Anne, bear up. She's all right, isn't she? Did you call a doctor? Where is she?"

Anne pointed to the closed bedroom door, beyond which he could hear a muffled sobbing and another voice, placating and soothing—Mona, trying to quiet Eva.

"The doctor?" Dan repeated, and Anne told him that she had summoned one and he was on his way.

"But when I called you Eva was desperate. She kept struggling with Mona and fighting her off, and I was afraid." Anne was shaking.

He talked to her steadyingly and she became calmer, and he asked her to tell him what had happened; but before she could begin Mona's voice cried out and there was a scuffling noise at the door.

Dan glanced questioningly at Anne and she nodded mutely. "Call Paul in," he said, and he sprang toward the door and opened it. He saw Mona holding on desperately to Eva, who was trying to get out; and he seized the struggling girl by her wrists and forced her gently back to her bed and made her sit down.

"You must be quiet, Eva," he told her, keeping his hold on her wrists. And he said, "You're frightening Mona; can't you see what you're doing to Mona? Please be quiet."

Paul appeared then in the doorway, with Anne close behind him, her face twisted with worry.

"It'll be all right," Dan told them, and he thought that Anne must not stand around like that, she must have something to employ her hands; so he said, "Will you make some coffee, Anne, please? I think perhaps we'll all need it," and she turned at once and went to the kitchen, with Paul following.

Anne had slipped into a dress before their arrival, and Mona had flung a robe about herself. She did this now for Eva, who continued to struggle feebly against Rorimer's strength, making no sound beyond an occasional gasping intake of breath.

There was no light on in the room, but light came in at the open door, and Eva Harely's face was shocking to see. Mona sat on her other side, with an arm around her, murmuring soothingly in her ear, and while they sat thus the doctor came.

* * *

Anne brought him to the room at once. Mona remained with him and Eva, but Dan, relieved of his duty there, joined Anne and Paul in the kitchen.

And he got Anne to tell him what had happened. Mona, who occupied the same bedroom with Eva, had heard Eva get up during the night, had followed her to the bathroom and there had seen her with a bottle in her hand.

"And the wildest gleam in her eyes, Dan. Mona dashed it from her hand and Eva struggled with her, trying to get it again. And I woke up then and came out, and we managed to get Eva to her room."

But Eva had continued to struggle furiously, to cry out that she was going to kill herself, and both Mona and Anne were desperately frightened.

"So I called you right away, Dan, and then I called the doctor. I'm sorry I caused you so much trouble, but I was so worried I hardly knew what I was doing."

"You did exactly right," Dan said, patting her shoulder. "What are your friends for if you can't call on them? Stop worrying now; Eva will be all right."

He said, smilingly, "How about that coffee, Anne? Isn't it ready yet?"

His complaint brought an answering smile to Anne's lips. The percolator was bubbling and she poured coffee for them, and Dan prevailed upon her to take a cup herself.

Mona came out while they were drinking it, and Dan poured some for her; and some minutes later the physician joined them. He had given Eva an emetic, and an opiate. "She's sleeping now," he said.

Anne offered him coffee, which he declined, and she thought it best to explain the presence of Rorimer and Collier. The doctor nodded, and he began to question her at length about Eva Harley.

He got the whole story, excepting Frank Maury's name. He asked, after some moments of thought, whether Eva had exhibited similar emotional disturbances before this.

Mona said, "No, Doctor," and she went on to say that, in her opinion, something like this had been inevitable because of Eva's silent, brooding ways. "I've always been afraid of it."

He questioned her, then, as to Eva's attitude and behaviour, and he considered her answers gravely. It might be dangerous, he thought, for Eva to be alone; in her present unbalanced state she might be dangerous to others; he did not want Anne or Mona to run unnecessary risks.

His advice was that Eva should be taken to a hospital, where she could be kept under careful observation for a few days.

* * *

Mona and Anne were appalled, and Mona made some protest. "But, Doctor—"

He interrupted, smilingly but firmly. "Then a nurse, at least," he said; "but I advise the hospital." He glanced at Dan and Paul in turn, and Dan nodded and said: "It's best. If Eva is really—sick, Mona, you'll want her to have the best of care."

The doctor said encouragingly that Eva might be all right in the morning, but Dan understood that he was concerned, and he accompanied him to the telephone, where the doctor called the hospital and made arrangements for an invalid car so that Eva's sleep should not be disturbed.

Dan asked frankly: "Is there any danger of Eva losing her mind? Is that what you're afraid of?"

But the physician shook his head and frowned. "I'm not competent to say; but I don't care to trust a person with a suicidal mania, however temporary, in a house with two girl. I'm going to have a psychiatrist look at her."

He talked to Dan privately for some minutes, and Dan was satisfied that he was entirely right in wanting to relieve Mona and Anne of Eva's care. Dr. Howson remained until the invalid car arrived.

When it departed Anne cried again, and Mona, even, was utterly cheerless. The two young men remained for a while with reassuring words, and then they left, and they were thoughtful and silent on the ride home.

Anne had to work the next day, but Mona, who was free, called on Eva at the hospital and found her calmer, thought penitent and tearful. Mona called Dan to tell him.

"And there's nothing to worry about. The doctors say it's more nervous shock than anything, and as soon as Eva has rested from it she can come home. I'm sure glad."

Dan said he was, too. But he said bluntly, "Mona, don't you really think that it would be best for Eva if she left Hollywood and went back where she came from? I mean, considering her failure to get along in picture work and her—and this thing about Maury. Don't you think so? She's terribly unhappy here."

"I know it." There was silence from Mona after that, but in a few moments he heard her voice again and it sounded tearful. She said:

"Aw, gee, Dan, you don't know how good Eva's been to me. . . . But I guess you're right. Only, I'd hate to see her go—she's the best friend I've got."

"I know it, Mona," Dan told her sympathetically, "but I'm thinking of what's best for Eva."

* * *

When Collier came home that afternoon Dan thought he looked like the cat that had swallowed the canary. He sat down at once at his typewriter, but when he had thrust a sheet of paper under the platen, and twirled it, he sat and stared at it; and Dan saw him grin rather foolishly.

"What's the matter?" Dan asked: "Out with it."

Collier turned a bland gaze on him. "Out with what?"

"There's something on your mind, you big stiff; you can't fool me."

But Collier denied that this was so. "The only thing on my mind is this story—that and the fact that you and I have a date tomorrow night to go to the opening. Anne's still going, by the way, isn't she?"

Dan said she was, and he stood there and looked at Collier suspiciously for some time. "You've been up to something," he said finally, and he turned away and left Paul to his work.

His suspicion proved to be well-founded, but it was not until the next day that he heard the story from Johnny Riddle. Johnny, who sooner or later heard about everything, said that Collier had pulled Frank Maury's nose.

"No!" Dan said.

"I'm telling you," Johnny insisted. "There were witnesses. The story's all over Hollywood now."

The incident lost nothing in Johnny's dramatic version of it. This was substantially correct, but a bit coloured, Dan learned that evening when he accused Paul Collier as they were dressing for the opening.

"Holding out on me, eh?"

Collier grinned guiltily. "What do you mean?"

"You don't know, eh?"

Paul said, "I ran into him over on the Lawson Brothers' lot, and I asked him how come all the embarrassment the other afternoon. Frank got insulting, so I pulled his nose for him."

Rorimer laughed at the terse narration. "What did he do about it?"

"Nothing." Paul was struggling into a wing collar.

"You knew darn well you'd run into Maury over at Lawson Brothers, didn't you?"

"Nothing of the kind," Paul denied. "I had business over there."

"You're an awful liar," Dan said. "Well—" and he thrust out his hand, and Paul grabbed it and grinned.

"Did it hurt?" Dan asked.

"How do I know?" said Paul. "It wasn't my nose."

(To Be Continued)

THE MUNGANA MINES CONTROVERSY.

WRITS FOR DAMAGES ISSUED AGAINST EX-MINISTERS.

Brisbane, Oct. 3.

The Attorney General has issued writs claiming damages against Messrs. Theodore, McCormack, Reid, Goddard and a partner of Reid, in connexion with the Mungana leases.—*Reuter.*

[When the Mungana Mines were purchased, Mr. Theodore and Mr. McCormack were both Ministers of the Crown in Queensland. Mr. Theodore and Mr. McCormack have each held office as Premier of Queensland. The former resigned office last July when a "scandal" concerning the leases was alleged, though a subsequent enquiry indicated that criminal proceedings would not be justified.]

If you hav'nt time to play games but want to keep fit—take **PINKETTES**

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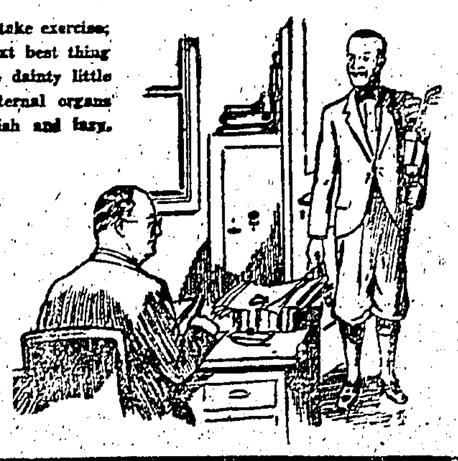

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Reserve Fund 4,000,000
Reserve Liability of Proprietors .. 3,000,000

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Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) ..... Y. 100,000,000
Reserve Fund ..... Y. 113,500,000.

HEAD OFFICE:—YOKOHAMA.

Branches and Agencies at

Alexandria, Batavia, Bombay, Buenos Ayres (Temporarily closed), Calcutta, Canton, Changchun, Dairen (Dalny), Fengtien (Mukden), Hamburg, Hankow, Harbin, Honolulu, Kai Yuen, Karachi, Kobe, London, Los Angeles, Lyons, Manila, Nagasaki, Nagoya, Newchwang, New York, Osaka, Peking, Rangoon, Rio de Janeiro, Saigon, San Francisco, Seattle, Semarang, Shanghai, Shimonoseki, Singapore, Sourabaya, Sydney, Tientsin, Tokyo, Tsinanfu, Tsingtau, Vladivostock (Temporarily closed)

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

H. MORI,
Manager.

Hongkong, 10th September, 1930.

BANK OF CHINA.

Reorganized October 28, 1928, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital $25,000,000.00
Paid-Up Capital 24,710,200.00
Reserve Funds 3,820,503.82

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SHOU J. CHEN,
Manager.

THE HO HONG BANK, LTD.

(ESTABLISHED 1917.)

Authorised Capital ..... Straits $20,000,000
Issued Capital ..... " 8,000,000
Paid-up Capital ..... " 4,000,000
Reserve Liabilities of Shareholders ..... " 4,000,000
Surplus ..... " 2,526,000

HEAD OFFICE:—SINGAPORE.

Branches: Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOI,
Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital 2,800,000
Paid-Up Capital 1,050,000
Reserve Fund and Rest 1,646,500

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Port Louis (Mauritius)

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

Travellers Cheques issued.

TRUSTEE AND EXECUTORSHIPS.

Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

F. THOROUGOOD,
Acting Manager.

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Issued and Fully Paid-up $30,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $9,400,000
Reserve Liability of Proprietors .. $20,000,000

HEAD OFFICE: HONGKONG.
BOARD OF DIRECTORS.
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Hon. Mr. C. G. S. Mackie, Deputy Chairman.
W. H. Bell, Esq. Hon. Mr. J. J. Paterson
A. H. Compton, Esq. T. E. Pearce, Esq.
B. Lander Lewis, Esq. T. H. R. Shaw, Esq.
G. Miskin, Esq. J. P. Warren, Esq.
Y. M. GRAYBURN,
CHIEF MANAGER.

BRANCHES:—

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Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 16th July, 1930.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

W. M. GRAYBURN,
Chief Manager.

Hongkong, 16th July, 1930.

THE NATIONAL CITY BANK OF NEW YORK.

HEAD OFFICE: 55, Wall Street, New York.

Capital, Surplus and Undivided Profits ..... U.S.$242,973,145

Branches in:—

ARGENTINE, BELGIUM, BRAZIL, CHILE, CHINA, COLOMBIA, CUBA, DOMINCAN REPUBLIC, INDIA, JAPAN, ITALY, LONDON, MEXICO, PANAMA, PERU, PHILIPPINE ISLAND, PORTO RICO, STRAITS SETTLEMENTS, URUGUAY, VENEZUELA

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F. McD. COURTNEY,
Manager.

Hongkong, 7th May, 1930.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ N.V.

(Netherlands Trading Society.)

BANKERS.

ESTABLISHED 1924.

Hongkong Office: 11, Queen's Road, Central.
Authorised Capital ..... Guilders 150,000,000.- (£12,500,000.-)
Paid-Up Capital ..... Guilders 80,030,000.- (£6,669,179.-)
Reserve Fund ..... Guilders 40,015,000.- (£3,334,583.-)

Head Office:—AMSTERDAM*.
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jeddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Wellevreden*.

* These offices have safe deposit boxes to let.

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Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION TRANSACTED.

A. STOKKINK,
Acting Manager.

Hongkong, 28th May, 1929.

THE BANK OF CANTON, LIMITED.

ESTABLISHED 1912.

Head Office:—Hongkong.

Authorised Capital $12,000,000
Paid-Up Fund 8,685,000
Reserve Fund 1,000,000

BRANCHES:—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

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LOOK POONG SHAN,
Chief Manager.

Hongkong, 12th February, 1930.

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LIVERPOOL SERVICE

"EUMAEUS"	20th Oct.	Genoa, Havre, L'pool & G'gow
"TELEMACHUS"	20th Nov.	Genoa, Havre, L'pool & G'gow

PACIFIC SERVICE
via Kobe & Yokohama

"IXION"	9th Oct.	For Victoria, Van'ver & Seattle
"TYNDAREUS"	9th Nov.	For Victoria, Van'ver & Seattle

NEW YORK SERVICE

"AGAPENOR"	Sail 17th Oct	For Davao, Cebu, Manila, New York, Boston & Baltimore via Suez

INWARD SERVICE

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"DIOMED"	Due 12th Oct	For S'hai, Moji, Kobe Yoko, Otaru & Vladivostock

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"HECTOR"	18th Oct	Shanghai, Taku & Dalny
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Also cargo Steamers with limited passenger accommodation at specially reduced fares.

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Agents

MR. LENOX SIMPSON.

DOCTORS TO DECIDE ON OPERATION.

Tientsin, Oct. 2.

Enquiries made at the hospital to-night disclose that Mr. Lenox Simpson, who was shot by Chinese gunmen, is displaying considerable resistance, despite his serious condition.

Should he pass a good night, his chances of recovery will be somewhat improved though it is feared that, in any event, permanent paralysis is unavoidable.—*Reuter.*

Operation Postponed.

Tientsin, Oct. 3.

Mr. Lenox Simpson spent a fair night and his condition at noon was reported to be as satisfactory as could be expected. He is, however, very weak and it is not considered advisable for the present to attempt to remove the bullet from his spine.

The old Custom's staff, under Mr. Greirson, formally took over the control of the Customs this morning. The change was accomplished quietly and without incident. It is understood that Mr. Simpson's staff are receiving a gratuity of a month's salary in lieu of notice.—*Reuter.*

Doctors' Consultation.

Tientsin, later.

A consultation of a number of doctors is being held this evening to determine whether an operation, necessary for the removal of the bullet, can be performed on Mr. Simpson. Meantime the patient retains consciousness, and his general condition is practically unchanged.

Deputy Threatened.

During the taking over of the Customs this morning, Mr. T. Y. Koo, Mr. Simpson's deputy commissioner, failed to appear, and it was learned that he had received threatening letters, necessitating his avoiding appearing in public.—*Reuter.*

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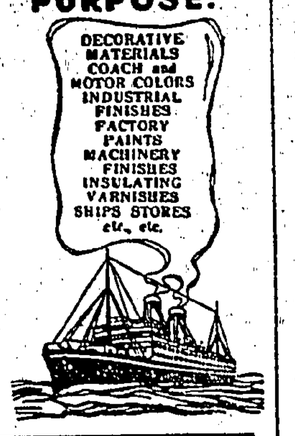

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Fortnightly sailings on Tuesdays		Fortnightly sailings on Tuesdays	
Pr. McKinley	T., Oct., 7, 0 a.m.	Pres. Jefferson	...Tues., Oct. 14
Pres. Grant	...Tues., Oct., 21	Pres. Lincoln	...Tues., Oct. 28
Pres. Cleveland	Tues., Nov. 4	Pres. Madison	...Tues., Nov. 11

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Pres. Johnson	Sun., Oct. 5, 8 a.m.	Pres. Van Buren	...Nov. 16, 8 a.m.
Pr. Fillmore	Sun., Oct 19th, 8 a.m.	Pre. Garfield	Sun., Nov. 30, 8 a.m.
Pres. Wilson	Sun., Nov. 2, 8 a.m.	Pres. Polk	...Sun., Dec. 14, 8 a.m.

To Manila

Pres. Johnson	...Oct. 5, 8 a.m.	Pres. Fillmore	...Oct. 19, 8 a.m.
Pres. Jefferson	...Oct. 7, 6 p.m.	Pres. Lincoln	...Oct. 21, 6 p.m.
Pres. Grant	...Oct. 11, 6 p.m.	Pres. Cleveland	...Oct. 25, 6 p.m.

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	Fodshing	Sun. 12th Oct at	7 a.m.
	Kwaisang	Wed. 15th Oct at	7 a.m.
	Hopsang	Sun. 19th Oct at	7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Kumsang	Thurs. 9th Oct at	3 p.m.
	Suisang	Mon 13th Oct at	3 p.m.
	Namsang	Satur. 25th Oct at	3 p.m.
TO OSAKA via AMOY & KOBE	Namsang	Wed 8th Oct at	7 a.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Kaisang	Satur 18th Oct at	7 a.m.
	Hopsang	Wed 29th Oct at	7 a.m.
TO SANDAKAN	Mausang	Wed 8th Oct at	noon
	Hinsang	Wed 22nd Oct at	noon.
TO TIENTSIN via SWATOW & FOOCHOW	Chipshing	Wed. 8th Oct at	7 a.m.

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Shinyo Maru ... ... Sunday, 19th Oct.
SEATTLE, VICTORIA via Shanghai & Japan Ports
Hiyo Maru ... ... Wednesday, 22nd Oct.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Yasukuni Maru ... ... Saturday, 4th Oct at 8 a.m.
Hakone Maru ... ... Saturday, 18th Oct. at 7 a.m.
SYDNEY & MELBOURNE via Manila & Ports.
Aki Maru ... ... Tuesday, 21st Oct.
Kitano Maru ... ... Tuesday, 18th Nov.
BOMBAY via Singapore, Penang & Colombo.
Tango Maru ... ... Saturday, 11th Oct
Tottori Maru ... ... Monday, 27th Oct.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Bokuyo Maru ... ... Saturday, 20th Nov.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.
Kanagawa Maru ... ... Saturday, 18th Oct.
NEW YORK, BOSTON via Panama.
†Toba Maru ... ... Tuesday, 7th Oct.
†Lisbon Maru ... ... Friday, 17th Oct.
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
Lima Maru ... ... Tuesday, 14th Oct.
CALCUTTA via Singapore, Penang & Rangoon.
†Muroran Maru ... ... Wednesday, 8th Oct.
†Rangoon Maru ... ... Wednesday, 29th Oct.
SHANGHAI, KOBE & YOKOHAMA.
Wakasa Maru (Kobe Direct) ... ... Monday, 6th Oct.
Kitano Maru (Nagasaki Direct) Wednesday, 15th Oct.
Terukuni Maru ... ... Thursday, 16th Oct.
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PORTHOS	28th	Oct.
CHENONCEAUX	11th	Nov.
ATHOS II	25th	Nov.
D'ARTAGNAN	9th	Dec.
ANGERS	23rd	Dec.
SPHINX	6th	Jan. 1931.
G. METZINGER	20th	Jan.

To YOKOHAMA via Shanghai & Kobe

CHENONCEAUX	13th	Oct.
ATHOS II	27th	Oct.
D'ARTAGNAN	11th	Nov.
ANGERS	25th	Nov.
SPHINX	9th	Dec.
G. METZINGER	23rd	Dec.
ANDRE LEBON	6	Jan. 1931.
PORTHOS	20th	Jan.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti.

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S.S. "CITY OF MOBILE"	London, Rotterdam, Hamburg & Glasgow	9th October
S.S. "CITY OF HEREFORD"	London, Rotterdam, & Hamburg	9th November
S.S. "CITY OF ROUBAIX"	London, Rotterdam & Hamburg	9th December

NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE.
S.S. "CITY OF CHESTER" ... ... 7th October

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M.V. "TAYBANK" ... ... 1st November

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S.S. "TINHOW" ... ... 5th November

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M.S. "ROSEVILLE" ...due H'kong 1st sailing 2nd Nov.
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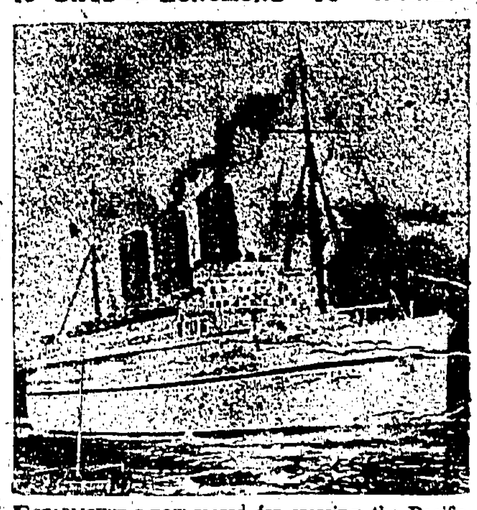
15 DAYS — HONGKONG TO CANADA



ESTABLISHED a new record for crossing the Pacific, making the run from Yokohama to Victoria in 8 days, 6 hours, 27 minutes, this being 4 hours, 26 minutes less than the previous record held by the Empress of Canada.

NEXT SAILING TO THE PACIFIC COAST

Emp. of Asia ... ... Oct. 15

CANADIAN PACIFIC
WORLDS GREATEST TRAVEL SYSTEM

SECOND AROUND PACIFIC CRUISE OF THE

S.S. "MALOLO"

AN UNUSUAL OPPORTUNITY

Is offered to cruise on the famous Matson Liner S.S. "Malolo," enjoying the Advantages of carefully prepared Shore Excursions at Ports of Call, under Direction of the American Express Company.

LEAVING HONGKONG AT 5.00 P.M OCTOBER 28, 1930.

Vessel will call at Manila, Bangkok, Singapore, Batavia, Macassar, Sydney, Wellington, Auckland, Suva, Pago Pago, arriving at Honolulu, December 14th and at San Francisco December 19th. Fares Include All Sightseeing Expenses at Intermediate Ports.

DESIRABLE ACCOMMODATIONS AVAILABLE TO ALL PORTS.

For booking and information apply to

THE ROBERT DOLLAR COMPANY

or

THE AMERICAN EXPRESS COMPANY.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

(with Limited, but exceptionally good, passenger accommodation).

Loading Direct For

ANTWERP, ROTTERDAM OR AMSTERDAM, HAMBURG AND SCANDINAVIA.

		Sailing about
M.V. "NANKING"	... ...	28th October.

*Also calling at Genoa, Algiers and Alicante.

SHANGHAI, JAPAN PORTS AND VLADIVOSTOCK

		Sailing about
M.V. "CANTON"	... ...	29th October.

Passenger Rates Hongkong to Europe £60.

For further paticulars, apply to the Agents:—

GILMAN & CO., LTD. Hongkong.

G. E. HUYGEN Canton.

GLEN LINE.

FARE HONGKONG TO LONDON.

1st June/30 November ... ... £65.12.0d.
1st December/31st May ... ... £82.0.0.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE" ... ... 17th Oct.
Motor Vessel "GLENLUCE" ... ... 11th Nov.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "PEMBROKESHIRE" ... ... 11th Oct.
Steamship "GLENIFFER" ... ... 7th Nov.
Motor Vessel "GLENOGLE" ... ... 21st Nov.
Motor Vessel "GLENSHANE" ... ... 8th Dec.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

GIRL KILLED AT ABERDEEN.

KNOCKED DOWN BY MOTOR BUS AND RUN OVER.

Discrepancies between statements made to the police by the witnesses and their evidence given in Court were revealed yesterday when Mr. Lindsell, with a jury, held an inquiry, at the Central Police Court, into the circumstances of the death of a boat girl who was knocked down and killed by an Aberdeen motor bus on September 24.

The deceased, according to Dr. A. V. Greaves, died of haemorrhage and shock, following a fractured skull and other injuries.

The driver of the bus, Ng Ming, said that his vehicle left Hongkong at 12.45 p.m., on its way to Aberdeen. At about 1 p.m., after turning the bend near the Aberdeen Dock, witness saw two girls some thirty yards ahead walking towards Aberdeen on the left hand side of the road, about four feet from the side. Seeing that the girls were too far out into the road to be safe, witness sounded his horn. He was then travelling at about fifteen miles an hour.

Despite his warning the girls walked straight on and witness again sounded the horn. Both girls became frightened and one of them ran towards the Dock wall while the other dashed back to the left side of the road. After reaching to within five feet of the Dock wall, the first girl started to run back. The bus was almost on top of her by this time and he swerved to the right in an attempt to pass behind her, but the vehicle was turned so sharply that it scraped the wall. Witness then recovered his road and lost sight of the girl. He thought that he had avoided her but shortly afterwards felt a bump, and then discovered that he had run over the girl.

Witness was of the opinion that the bus had struck the girl before it had scraped the wall and as it turned back it had run over her.

Condition of Brakes.

Replying to the Coroner, witness said that both his brakes were in good working order. He had applied the footbrake as he swerved, at which time the bus was travelling at about ten miles an hour.

The Coroner asked witness in what distance he thought the bus could be pulled up if travelling at a speed of 15 miles an hour.

Witness replied that he thought it would only require two or three feet.

The Coroner: What's the good of telling lies like that? How dare you lie like that?

After further questioning witness qualified his statement to seven feet.

The Coroner pointed out that, according to evidence that would be given, the bus was pulled up in 72 feet when travelling at 20 miles an hour, which meant that at 15 miles an hour it would take at least 40 feet.

Inspector Alexander indicated to his Worship that, in his statement to the Police, the driver had said that the girls were walking on the right hand side of the road.

Other Evidence.

Answering the Coroner, the driver denied that he had made such a statement.

The deceased's mother gave evidence of having been called to the scene and finding her daughter's body on the right hand side of the road. She denied that it was in the middle of the road and when told that the Police had taken measurements and would state that the body was in the middle of the road, witness replied that that was not so.

She also denied that she told the Police, in her statement subsequent to the accident, that she had moved the body. She told the Court that except to lift the girl's head she did not touch the body.

The girl who was with the deceased, said that she had been several yards in front of the deceased and only knew that an accident had occurred when she heard people shouting. The two had been walking on the right hand side of the road and not on the left. Witness heard no horn sounded.

The inquiry was adjourned till Monday afternoon.

CONSIGNEES' NOTICE.

N. Y. K. LINE
(NIPPON YUSEN KAISHA).

From EUROPE and STRAITS.

The Steamship,

"HAKOZAKI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 9th October, 1930 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage Period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.
Hongkong, 2nd October, 1930.

OBITUARY.

WELL-KNOWN GOLF INTERPORTER.

Shanghai, Oct. 3.

The death occurred at 8.30 this morning, after an illness lasting six weeks, in the Country Hospital, of Mr. John Forrest Pilcher, the distinguished local sportsman, who was a member of the "Big Four" in Interport golf matches with Hongkong.

His death followed on complications after an operation for acute appendicitis.

The late Mr. Pilcher, was a member of the staff of the South British Insurance Company, Limited, and also served them in Hongkong, Manila, Singapore, and Calcutta. He arrived in Shanghai in November, 1923. In addition to interport distinction, he was twice runner-up in the Open Golf Championship of China, and was also a prominent member of the Royal Calcutta Golf Club.

Deceased is survived by a father, mother and sister, all in Cape Town. He was born thirty-six years ago.—*Our Own Correspondent.*

CONSIGNEES' NOTICE

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"PORTHOS"

Arrived Hongkong on Tuesday, the 30th September, 1930. from MARSEILLES &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before Thursday, the 9th October, 1930, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Monday, the 6th October, 1930

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected in any case whatever.

O. OHL,
Agent.
Hongkong, 30th September, 1930.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON and STRAITS.

The Steamship,

"BENVORLICH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th October, 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 20th October, 1930, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th October, 1930 at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 29th September, 1930.

SHIPPING MAGNATE COMING.

CAPT. DOLLAR TO VISIT HONGKONG.

Captain Robert Dollar, founder of the well-known shipping concern, "The Dollar Line," and often described as the "grand old man" of American shipping, is to visit Hongkong during this month, in company with his wife and Miss J. Proadfoot, his niece.

They are making another round-the-world trip, and, according to arrangements, are due to arrive in the Colony aboard the s.s. President Fillimore on Saturday, October 18.

They will make the trip to Japan from America per the s.s. President Grant arriving at Yokohama on October 3. After a short stay in Hongkong, they leave by the President Lincoln, bound for Manila.

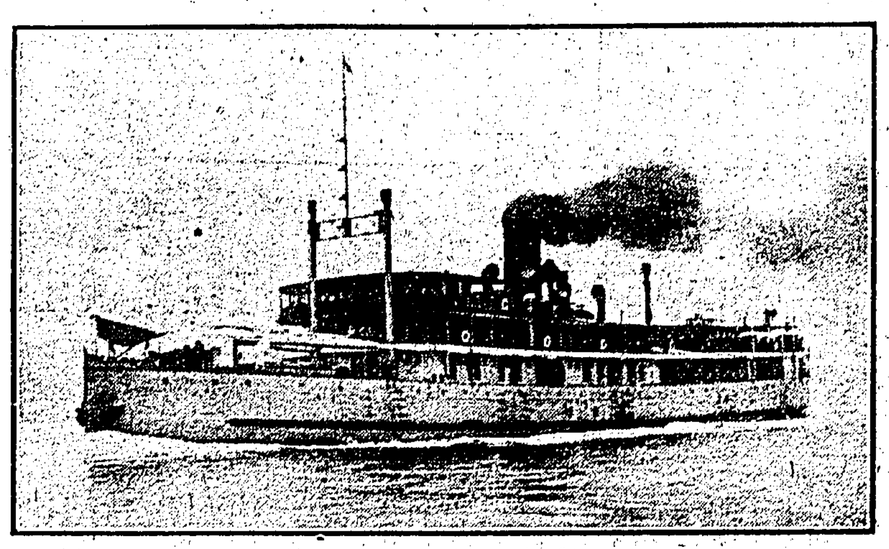
Captain Dollar has been for many years an outstanding figure in America's maritime life, and he and his wife recently celebrated the 57th anniversary of their wedding.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

Codes Used A1, A.B.C. Fifth Edition, Engineering, First and Second Edition Western Union and Watkins Benson's, Marconi.

Dock Owners, Ship Builders, Marine & Land Engineers, Boiler Makers, Iron, Steel & Brass Founders, Forge Masters, Electricians.



T. S. S. "SIANG WO."

Passenger & Cargo River Steamer, built and engined at Kowloon Dock, by the Hongkong & Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd., for service on the Middle Yangtsze Hankow-Ichang.

Please address enquiries to the Chief Manager:—

E. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

BARBER WILHELMSEN LINE — EXPRESS SERVICE — PANAMA

BARBER WILHELMSEN LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE via PANAMA.

Next Sailing

M.V. *"TAI YANG"*

on

OCTOBER 19th

for

SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, LOS ANGELES, NEW YORK & BOSTON.

For Passenger and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including, New Zealand & Queensland Ports, Red Sea Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
MALWA	10,980	11 Oct noon.	Bombay, M'les & L'don
†MIRZAPORE	6,715	15th Oct.	Straits, B'bay & L'don
*KHYBER	9,114	25th Oct.	M'les, L'don, Hull, R'dm & A'werp
MACEDONIA	11,120	8th Nov.	Bombay, M'les & L'don
†NAGPORE	5,283	15th Nov.	M'les. Barcelona, L'don, Hull. H'bg, R'dm & A'werp
*KARMALA	9,128	22nd Nov.	M'les, L'don. Hull, H'bg, R'dm & A'werp

†Cargo only *Calls Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pyrous, Smyrna and other Levant by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,606	23rd Oct.	S'pore, Penang & Calcutta
TALAMBA	8,018	12th Nov.	S'pore, Penang & Calcutta

B. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

NELLORE	6,853	31st Oct.	Manila, Thurs, Island,
TANDA	6,956	5th Dec.	Townsville, B'bane
ST. ALBANS	4,500	2 Jan. 1931.	Sydney and Melbourne

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

The E. & A. S.S. C., Ltd. steamers will also call at Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.,

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. French Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

NELLORE	6,853	6th Oct.	5 p.m.	S'hai, Moji, Kobe, Osaka & Yoko
MOREA	10,954	10th Oct.		S'hai, Moji, Kobe & Yoko
‡KIDDERPORE	5,334	17th Oct.		S'hai, Moji & Kobe
KARMALA	9,128	18th Oct.		S'hai, Moji, Kobe & Yoko
‡BENALLA	——	20th Oct.		Shanghai & Kobe
TALAMBA	8,018	22nd Oct.		Amoy, Moji, Kobe & Osaka
MACEDONIA	11,120	24th Oct.		S'hai, Moji, Kobe & Yoko

‡Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x2ft. x 1ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C., Agents.

TRAVEL A.-O. LINE

To AUSTRALIA. Calling at Manila (P. Is.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS; CHANGTE - TAIPING (OIL BURNERS)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESS CARRIED.

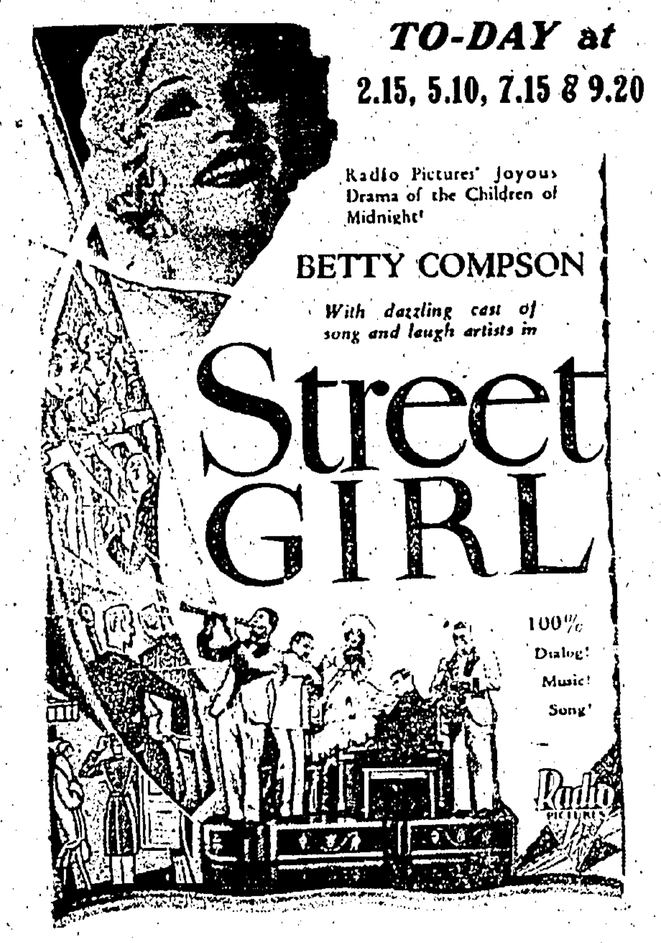
Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £95 RETURN
" " " " LONDON (via Australia) from £141/10/-
(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
CHANGTE..	October 14th	October 21st	October 24th	November 8th
TAIPING....	November 14th	November 21st	November 24th	December 10th
CHANGTE....	December 16th	December 23rd	December 26th	January 11th
TAIPING....	January 16th	Jepuary 30th	January 23rd	February 8th

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents.—HONG KONG—SHANGHAI

SEE CENTRAL THEATRE HEAR



TO-DAY at 2.15, 5.10, 7.15 & 9.20

Radio Pictures' Joyous Drama of the Children of Midnight!

BETTY COMPSON

With dazzling cast of song and laugh artists in

Street GIRL

100% Dialog! Music! Song!

— ALSO —

"MICKEY'S SURPRISE"

A 2 reel sound comedy

——Next Change, Monday, Oct 6th.——

GARY COOPER in "Seven Days Leave" with BERYL MERCER A Paramount Picture

Booking at Anderson's & The Theatre. Tel. 25720)

Stark Realism!

a Paramount Picture

ADOLPH ZUKOR JESSE L. LASKY PRESENT

GEORGE BANCROFT in "The Drag Net"

WITH EVELYN BRENT WILLIAM POWELL

Six fights. Great story vivid characterixations. Thrilling action one of the greatest dramatic actors on the screen in the starring role. In "The Dray Net" are rounded up all the tense and stirring drama you could hope for in a film.

TO-DAY at 2.30, 5.30, 7.20 & 9.20 p.m.

AT THE MAJESTIC NATHAN ROAD, KOWLOON.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

LAWN BOWLS AT NIGHT.

NOVEL GAMES AT THE YACHT CLUB.

The lawn bowls section of the Royal Hongkong Yacht Club held their annual dinner at the Clubhouse last night, to mark the close of the season. Mr. E. W. Carpenter presided, and the guests of the evening were the executive officers of the Lawn Bowls Association. Speeches were delivered by the Chairman, Mr. B. Wylie (President of the Association) and Mr. A. O. Brawn (Vice-President), whilst at the close of the dinner Mr. T. H. G. Brayfield presented prizes for horticulture.

Subsequently, a novel game of bowls was held in artifical light, fifteen heads being played by each of three rinks. Powerful lights had been installed up the sides of the green. There were surprisingly few shadows and the jack could be distinctly seen, with the result that some really good play was seen. The play ended about midnight the teams and scores being:

Greenhill	Croucher
Goulborn	Murdoch
Stevenson	Padgett
Chapman	Brawn
(Skip) 17	(Skip) 12
Reed	Brayfield
Dr. Skinn	Kay
Wylie	Maughan
Shields	Ramsay
(Skip) 18	(Skip) 16
Hamilton	Bentley
Carter	Clarke
Abraham	Carpenter
Macfarlane	Tacchi
(Skip) 17	(Skip) 10

BANK RETURNS.

SPECIE AND NOTE FIGURES FOR SEPTEMBER.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th September, 1930, as certified by the Managers of the respective Banks are:

Bank	Average Amount	Specie in Reserve
Chartered Bank	20,171,004	7,800,000*
Hongkong Bank	93,676,768	65,000,000†
Mercantile Bank	3,513,120	1,350,000§
Total	$117,360,892	74,150,000

* In addition Sterling Securities are deposited with the Crown Agents valued at £1,330,800.
† In addition Securities deposited with the Crown Agents and Straits Government valued at £2,932,618.
§ In addition Securities deposited with the Crown Agents valued at £180,000.

AEROPLANE HANGAR AT KAI TACK.

TENDERS INVITED FOR THE FOUNDATIONS.

The Hongkong Government is calling for tenders in connexion with the proposed erection of an aeroplane hanger at Kai Tack.

The contract comprises the driving of 241 concrete piles for the foundations of the hanger, which is to be erected at the eastern end of Kai Tack Airport.

MISS ENID WILSON'S BIG SUCCESS.

WINS ENGLISH LADIES' GOLF TITLE.

London, Oct. 3.

At Aldeburgh to-day, in the final of the English Ladies' Golf Championship, Miss Enid Wilson beat Mrs. Porter, by the convincing margin of 12 up and 11 to play.—*Reuter.*

FINE WEATHER.

The local weather forecast up to noon to-morrow is:—North-east winds, moderate; fine.

R101 LEAVES TO-DAY FOR INDIA.

EXPERIMENTAL FLIGHT IN THE TROPICS.

DIFFICULT JOURNEY.

London, Oct. 3.

Arrangements have been completed for the airship R101 to leave her mooring mast at Cardington to-morrow on her flight to India.

The vessel has the most passenger accommodation of any airship yet built, but in view of the experimental nature of airship flying in the tropics, few will be carried on this trip. They will include the Air Minister (Lord Thomson), the Director of Civil Aviation, (Sir Sefton Brancker), Squadron Leader Palstra, of the Royal Australian Air Forces; the designer of the R101, Colonel Richmond; Wing Commander Colman and Major Scott. The vessel carries a crew of five officers and thirty-seven men, and the total number on board will be fifty-three.

Flight-Lieutenant Irwin is Captain of the airship and Squadron Leader Johnson its navigator.

On the outward journey, on the highly experiental part of the journey, between Ismailia and Karachi, practically constant following winds are expected. The most difficult stage of the whole flight will be from Karachi back to Ismailia, where an unfavourable wind current will now have to be overcome.

On each section of the flight from Cardington to Ismailia and from Ismailia to Karachi, four days' rations will be carried. These will consist of two days' ordinary ration, one day's reserve ration and one day's emergency ration.

Lord Thompson hopes to complete the round trip by October 19th, so that he may attend the Imperial Conference discussions on transport.

The mooring of the vessel at Ismailia will be made the occasion of an air banquet at which the Air Minister and the Acting High Commissioner in Egypt will entertain a number of guests in the spacious dining room of the R101. —*British Wireless.*

INDIAN CONSTABLE CHARGED.

WITH THEFT OF EUROPEAN'S SWEATER.

Mr. J. W. King, of the Imperial Chemical Industries (China) Ltd., brought a charge of theft of a white sweater against an Indian constable before Mr. Lindsell at the Central Police Court this morning.

Mr. F. C. E. Rendall appeared for the defendant and entered a plea of not guilty, intimating that he had only been instructed late last night and was not ready to proceed with the case this morning.

Sub-Inspector Logan, in detailing the facts of the case to his Worship, said that at about 7 p.m. on Thursday Mr. King and another gentleman had gone to Wanchai Gap in a motor car which they left on the roadside and then went for a walk, Mr. King discarding his white sweater in the car. They went to Blacks Links and returned about twenty minutes later, when the complainant found that his sweater had been stolen.

On seeing an Indian constable (defendant) walking along Mount Cameron Road, the complainant went after him with the intention of asking him if he had seen anyone taking the sweater. The complainant would say that he saw something thrown into the bushes by the constable, who was instructed to retrieve it. The constable went into the bushes and returned with the sweater.

The hearing was fixed for Wednesday afternoon.

SHIPPING DISASTER RECALLED.

LOCAL ESTATE OF LEUNG KWONG'S ENGINEER.

The tragic collision between the s.s. Leung Kwong and a ferry boat, at Capsuimun, in May, 1927, when many lives were lost, is recalled by the estate of the late Alexander Donaldson, an engineer on board the ill-fated vessel, which has recently been proved at the Supreme Court. Local estate of the late Mr. Donaldson amounts to $21,400. He was formerly of No. 326, Ferras Street, Albert Park, Melbourne, Australia and in his will he appointed his brother, Mr. H. C. Donaldson, No. 18, Rhodes Street, West Ryde, near Sydney, New South Wales, and Mr. E. Standley, as the executors. Mr. Standley died after he was appointed.

All real and personal estate is left to his brother for his sole use and benefit.

Late Mr. Gardner.

Mr. William Gardner, late of No. 11, Glenealy, Hongkong, who died at the General Hospital, Shanghai, on August 26, this year, left local estate to the value of $44,300. Probate of the will has been granted to Mr. A. E. Hall, the sole executor and trustee appointed in the will. The late Mr. Gardner was employed as Superintendent of the Hongkong Rope Manufacturing Co., Ltd., at Kennedy Town, and had lived in Hongkong nearly all his life.

In his will he directs that the executor shall provide for the widow and daughter during the rest of their lives and upon their death all that remains shall be bequeathed to the St. Paul's Institution, Causeway Bay, absolutely.

Chinese Estates.

Chan Man-chuen, *alias* Chan Hon-po, retired merchant, late of No. 5, Ho Pak Tai Kai, Tientsin, Chihli, who died at that address on January 28, this year, left Hongkong estate worth $74,000. Probate of the will has been granted to the widow, Chan Leung-shi, the sole executrix, who is living at No. 53, Caine Road, Hongkong. Everything is bequeathed to the executrix with provision for a daughter, and testator directs that when the son reaches his majority he and the executrix shall have an equal proportion of the estate.

Local estate to the value of $16,200 was left by Chu Fook, late of No. 148, Connaught Road, ground floor, who died at Ping Kong Village, Toi Shan District, on April 27, this year. Probate has been granted to his daughter-in-law, Chu Chan-shi. Testator directs that the executrix must hold half of the property until the son reaches 21 years of age when it is to be handed over to him. The other half is left for testator's other son (husband of the executrix).

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	123.775	123.827
Geneva	25.035	25.035
Berlin	20.405	20.415
Oslo	18.16	18.155
Helsingfors	—	193
Athens	375	375
Buenos Aires	39.9/16	39.7/16
Shanghai	1/6⅞	1/7
New York	4.85 7/16	4.86 1/32
Amsterdam	12.04⅞	12.04⅞
Stockholm	18.085	18.085
Vienna	34.42	34.425
Madrid	47	46.90
Bucharest	818	818
Montevideo	39¾	40
Hongkong	1/3.7/16	1/3.3/16
Brussels	34.84	34.835
Milan	92.78	92.80
Copenhagen	18.155	18.165
Prague	193	163¾
Lisbon	108.25	108.25
Rio	5⅝	5.7/32
Bombay	holiday	1/5¾
Yokohama	2/0.7/16	2/0.7/16
Silver (spot and forward)	16.7/16	16⅝

—*British Wireless.*

"PICTURES" AND THEN DINNER

COCKTAILS and then Dinner.
TO-NIGHT'S MENU
$1.75.

1.—Hot or Cold Clear Soup
2.—Chicken and Bird's-nest Soup
3.—Fried Garoupa, Tartare Sauce
4.—Vol-au-vent Toulouse
5.—Fillet Steak and Tomatoes
6.—Roast Turkey and Ham
7.—Iced Asparagus, Mayonnaise Sauce
8.—Croquette Potatoes
9.—Boiled Potatoes
10.—Mashed Potatoes
11.—Vegetable Marrow
12.—Tipsy Cake
13.—Ice Cream
14.—fruit 15.—Coffee

DINNER AND THEN "PICTURES"

LANE, CRAWFORD'S RESTAURANT.

QUEEN'S OF HONGKONG

AT THE QUEEN'S TO-DAY TO MONDAY At 2.30, 5.10, 7.15 & 9.20

His Most Appealing Screen Role!

John GILBERT

NEVER has Gilbert had a role to move and thrill you as this one of the Russian officer who gave up his life not once, but twice, for love.

IT'S THE DRAMATIC THRILL OF THE YEAR!

Redemption

Directed by FRED NIBLO (who made "Ben-Hur")

with an ALL-STAR CAST including RENEE ADOREE (with Gilbert in "The Big Parade") CONRAD NAGEL ELEANOR BOARDMAN

Metro-Goldwyn-Mayer ALL TALKING PICTURE

QUEEN'S COMING SHORTLY

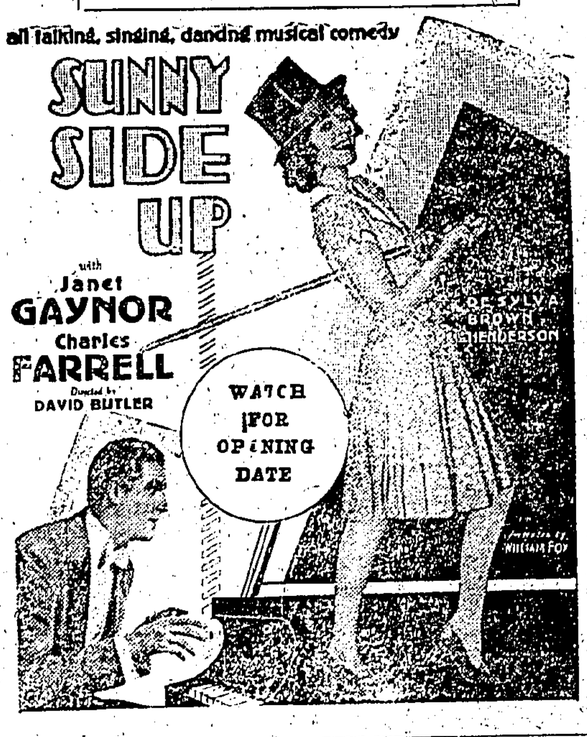
all talking, singing, dancing musical comedy

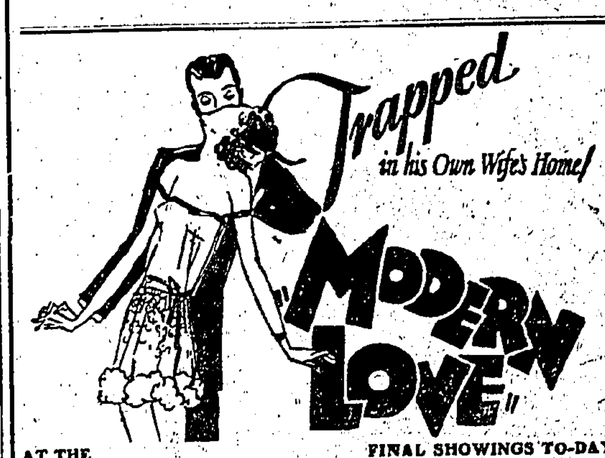
SUNNY SIDE UP

with Janet GAYNOR Charles FARRELL

Directed by DAVID BUTLER

WATCH FOR OPENING DATE





Trapped in his Own Wife's Home!

MODERN LOVE

AT THE WORLD FINAL SHOWINGS TO-DAY At 2.30, 5.15, 7.15 & 9.20 (Interpreter at all Performances)

JOHN GILBERT in FLESH AND THE DEVIL

AT THE STAR FINAL SHOWINGS TO-DAY At 2.30, 5.30 & 9.20